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ESTABLISHED 1845

No. 27,179 HONG KONG, WEDNESDAY, MAY 15, 1929.

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(Personal Attention).

DENYING HANDWRITING?

SUBMISSIONS IN TREASURY CASE

FEAR OF CONSEQUENCES

Napoleon Of Forgery But A Tyro

TRIPLE PERSONALITY

To-day is the sixteenth day of the hearing of the case brought by the Treasury against the Hong Kong and Shanghai Banking Corporation.

The Court room was again crowded with interested spectators long before the Chief Justice came on the Bench.

Mr. F. C. Jenkin, counsel for the defence, in his final address, reminded the jury that men can and have been known before to have denied their own writing. It might have been that they honestly could not recognise their own handwriting, or that it might be for fear of the grave consequences which might follow.

COUNSEL'S PREFACE

Prefacing his address to the jury, Mr. Jenkin said that the surrounding circumstances of the case might have had grave results to many people whose names had cropped up during the proceedings. He would, therefore, again reiterate that he would in no way say or adduce anything which had no reference to the case, and that in his address he would carefully avoid mentioning names unless they had a direct bearing on the action. He had no ulterior motives, and the views which he was going to impress upon the jury were views which had been largely held by a number of Government officials themselves.

Canon Wakefield

Counsel said that he would wish the jury to bear in mind that men could and had been known to deny their own writing before. It might have been an honest mistake or it might have been through fear of the grave consequences which might follow. He cited the case of Canon Wakefield. He said that the Canon was seen to have entered an hotel with a young lady. He was taxed about this, and knowing that the consequences, if found out, would be very grave, he denied it. A search of the hotel's register revealed this entry: "Wakefield and wife." Canon Wakefield alleged that the words "and wife" were not in his writing and suggested that they had been added to his name by a malicious person. An expert of handwriting, Mr. Mitchell, was called, who said that if the writing was not that of the Canon it must have been written by a very skilful forger.

Denial Not Conclusive

"If Mitchell could put it as highly as that — when dealing with only two words — what would he not have said in this case when many features of both Mr. Messer's and Mr. Black's signatures were to be found in the three disputed cheques," counsel asked. He went on to say that a mere denial was not conclusive, and when such a denial came from persons who were concerned, then the jury would have to also consider the expert's point of view as well as the general circumstances of the case.

If the jury were to couple the two points, they would assuredly find beyond a shadow of a doubt that the signatures were genuine. There might have been a probability that both Mr. Black and Mr. Messer were honest in their belief that they had not signed those cheques.

Napoleon and Tyro

To look at the signatures on those cheques, and then compare them with genuine ones, the first impression one would gather was that the signatures were those of Mr. Messer and Mr. Black. The glaring fact could not square with the hypothesis of forgery.

If those signatures were forgeries the man who did it must have combined in himself the qualities of skill and stupidity. In other words, he must have been a Napoleon of forgery, possessing the stupidity of a tyro.

The striking feature to be found on all the three signatures was that there was not the slightest hesita-

tion about them. They were written with freedom and had in them all the individual points of the genuine ones.

Some Rarities

Commenting on the alleged forged signatures, counsel pointed out their various features, their characteristics, and said that for a man to combine all these, that man must have had a triple personality. A forger who had made himself familiar with the signatures simply by process of process of copying them could not have done it. On each signature different peculiarities were to be found — peculiarities which could be found on the genuine cheques.

Counsel then went into the various points in reference to Mr. Messer's signatures at some length and emphasised the fact that Mr. Messer had said in evidence that with the exception of one case, he had never made an "E" formation with the words "CI." This "E" formation was to be found in two of the disputed cheques.

Counsel then asked the jury if it was conceivable for a man to have once made that formation to say that in all his life he had introduced that peculiarity only that once? It was true that one cheque with that peculiarity had been found, but there might be others.

However, Mr. Messer had made that "E" formation on August 27, 1927 — a considerable time before the alleged forgery, therefore it stood to reason that if there was a man who could again reproduce that rarity, that man must be Mr. Messer himself.

Mr. Black's Signature

Demonstrating on the blackboard the various strokes and formation to be found in Mr. Black's signatures, counsel said that if the signatures were forged, the forger must have made very careful observation of Mr. Black's signatures. The signatures on the three disputed cheques were not identical, and yet, although they differed, they bore all the features to be found in Mr. Black's genuine signatures.

Thus it would be seen that the hypothesis of forgery was totally out of the argument, because if the signatures were forged, it would be reasonable to presume that the forger had one specimen; and that being so, he could not put out three signatures, all varied, and yet all bore the features of Mr. Black's signatures. Furthermore, these variations were also to be found among the bundles of genuine cheques.

One striking feature to be found in one of the disputed cheques was also to be found in a cheque signed by Mr. Black about eight months before the forgery.

The jury would do well to bear in mind that once a cheque was issued by the Treasury, it ultimately found its way to the Bank, and there it would lie. That genuine cheque was written eight months before the disputed cheques, and yet one of the rare features was to be found on one of the alleged forged cheques. That point was very significant, because it tended to show that whoever the forger might have been, he would not be able to get a specimen signature embodying that particular feature.

This then left two hypotheses for the jury to consider. One was whe-

MOTOR TAXATION OPPOSED

"HASTEN SLOWLY"

POSSIBLE EFFECT ON THE COST OF LIVING

INCREASED BUS FARES?

At the meeting of the Legislative Council to-morrow afternoon the Hon. Mr. J. P. Braga, pursuant to notice, will ask the following questions:—

1. In view of the weight of public opinion against the recommendations of the Committee appointed to advise on the taxation of motor-cars is it the intention of Government to proceed with legislation on the lines of the Committee's recommendations?

2. If so, will the Government delay any legislation until it has had time to receive representations which the recommendations in question are likely to call forth from the Automobile Association, the motoring and oil trades and transport companies operating in Hong Kong and Kowloon, and other interests affected?

3. In the consideration of the aforesaid recommendations will the Government keep in view—

- a) a very generally expressed opinion, to which prominence was given in a leading article of the "South China Morning Post" of May 2, that "one of the primary needs of the Colony is decentralisation—development of suburban residential areas particularly—and for this cheap transport is essential";
- b) the possibility of an increase in bus fares affecting the masses on whom the proposed taxation may fall most heavily and who are least capable of bearing it;
- c) the further rise in the high cost of living in the Colony; and
- d) the indirect blow at the free-trade policy of the Colony, on which its development and prosperity were founded, by penalising one class of motor-car manufacturers in favour of another?

4. Does the Government realise that adoption of the recommendations of the Committee would be tantamount to increasing the taxation on the average car in the Colony by over 200 per cent., thus tending to reduce the efficiency and excellence of the public service of motor-cars at present conducted by owner-drivers and discouraging, through enormously increased operating costs, private ownership?

5. What was the actual quantity of petrol imported in Hong Kong in 1928 and what is the estimated quantity for 1929 and the value thereof?

IDLE LIST

BRITAIN'S MOST SERIOUS PROBLEM

London, Yesterday.

The total number of unemployed registered on May 6 was 1,132,700, being 31,108 less than the previous week but 23,000 more than a year ago.—British Wireless Service.

The Belgian airman, Captain Jadoul, was killed near Nivelles, when his machine crashed from a height of 1,200 feet.

The Zele Tubize textile factory, in Belgium, has been destroyed by fire. The damage is rated at a high figure.

Whether or not the signatures were those of Mr. Black—and it must be remembered that he had once produced that particular feature and in a cheque written eight months before the forgery—or could the signatures be the work of a highly skilful forger? If it was the latter, then the forger was not only skilful, but he also lacked essentials in that he produced an obsolete feature. "Can that be conceivable," counsel asked.

Mr. Jenkin then dealt at great length with Tsang On-wing's handwriting, remarking that that was not included in the pleadings. Properly speaking the Court was only concerned with the signatures, but the question of the handwriting was so important that he could not allow that point to be left out.

(Case proceeding.)

ABUSES ON RIVER STEAMERS

TRENCHANT REPORT

COERCION IN ENGAGEMENT OF MASTERS

SUGGESTED GUILD ACTION

The following report of the River Steamers Commission, 1928, has been issued by the Government:—

The Commission was appointed in accordance with the terms of the proclamation contained in the "Government Gazette" of November 9, 1928, to consider:—

- (a) The status of River Trade Licences as Master and Mate issued by the Hong Kong Government.
- (b) The agreements made between owners and masters and mates and crew and the notice to be given to terminate these agreements.
- (c) The system of engagement and discharge and payment of wages of native seamen.
- (d) The method of measurement of River Steamers for passenger certificates.
- (e) The carriage of large numbers of free passengers as commission agents.
- (f) The system of embarkation of passengers and loading of cargo.
- (g) The employment of uncertificated pilots.

2. The first meeting was held on Wednesday, November 28, 1928, and at 6 subsequent meetings the evidence of 13 witnesses was taken.

3. The report presented herewith was discussed and decided upon at a meeting of the Commission held on March 7, 1929.

The Origin of the Inquiry

4. The total number of British River Steamers sailing from Hong Kong for riverine ports on November 27, 1928, was 28. Of these, 8 were trading to Canton and 14 to West River ports and Macao, whilst 6 were laid up.

5. During the years 1927 and 1928 no fewer than 7 Marine Courts were held in connection with River Steamers, and, of these, two were serious casualties resulting in the sinking of ships. This compares with two Marine Courts held in connection with ocean going steamers during the same period.

In addition, 8 Summary convictions against owners or masters were recorded.

6. The irregularities referred to indicated that the standards of these ships, and more particularly the smaller ships running to Wuchow and Kong Moon, might be inferior to those usually obtaining in British ships and various peculiarities of this trade required investigation.

Master's and Mate's Certificates

7. The terms of reference will now be dealt with seriatim.

(a) The status of River Trade certificates as Master or Mate.

- (i) These are local certificates and their validity is limited to River Steamers plying in the waters and delta adjacent to Hong Kong. They are issued subject to local regulations made in 1912. The qualifications for obtaining either of these certificates are much inferior to those required for a foreign going certificate as 2nd Mate.
- (ii) Evidence as to the origin of, or necessity for, these certificates was not obtainable, but it is apparent that there is no present or prospective shortage of officers, and, should this eventually arise, it is considered that the better qualified officers with foreign going certificates of any grade could more ably fill any deficiency.
- (iii) It is noted that there are no corresponding river trade certificates for engineers.
- (iv) We recommend the abolition of River Trade Certificates without prejudice, however, to the present holders, of whom only 3 are likely to seek employment.

Agreements With Owners

(b) The agreements made between owners and masters and mates and crew and the notice to be given to terminate these agreements.

(i) Masters are frequently engaged on an agreement terminable at 24 hours' notice and the Commissioners are of the opinion that such casual employment does not always attract a good type of officer, and that the fear of dismissal frequently restricts any action which a master may consider necessary when the interests of a ship are opposed to those of the owners. It may be noted however that the evidence of

FIRE BRIGADE

"INEFFICIENCY" OF THE RANK AND FILE

OUTCOME OF CRITICISM

At the meeting of the Legislative Council to-morrow afternoon, the Hon. Mr. J. P. Braga, pursuant to notice, will ask the following questions:—

1. Has the Captain Superintendent of Police had his attention drawn to the leading article in the "Hong Kong Daily Press" of May 7, alleging that the standard of efficiency among the rank and file of the fire brigade is low because nearly 50 per cent. of the force leave the service every year by dismissal, resignation or desertion, and is that statement accurate?
2. Is it considered that the wages offered to firemen are such as to attract suitable recruits to the service, and have any complaints regarding the wages paid been brought to the notice of the authorities?
3. Besides the question of salaries, what other grounds, if any, exist for dissatisfaction with the conditions of service in the Fire Brigade Sub-department of the Police?

Rainfall to 10 a.m. 0.06 inch

1929 rainfall 9.19 inches

Average 16.16 inches

Deficit 6.97 inches

Don't waste water!

AMALGAMATION

TWO CHICAGO CONCERNS UNITE

ENORMOUS CAPITAL

Chicago, Yesterday.

The directors of the National Bank of the Republic and the Chicago Trust Company have approved of an amalgamation of the two concerns, with total resources of \$200,000,000.—Reuter's American Service.

masters was not unanimous in condemning this practice.

- (i) The Hon. Attorney General was consulted with regard to the possibility of introducing legislation to ensure the employment of masters on more reasonable terms but his opinion was unfavourable, mainly on the grounds of interference with the freedom of contract.
- (ii) The co-operation of H.B.M. Consul General, Canton through the medium of the Canton Consular District Regulations 1915 (amended if necessary) would be of material assistance in encouraging owners to select suitable masters and we suggest this channel be further investigated.

Native Seamen

- (i) The system of engagement and discharge and payment of wages of native seamen.
- (ii) No objection is seen to the continued use of the form of agreement provided by the Merchant Shipping Act (usually known as the Articles) to include such terms as may be mutually agreed upon between the Master and the crew.
- (iii) It is apparent that the Articles are generally incorrectly kept and that, owing to the prevalence of the system of substitution, the names on the articles give little indication of the identity of the men actually on board.
- (iv) To obviate this and to induce the engagement of capable seamen it is considered that discharges should be insisted on in accordance with Ordinance No. 10 of 1899, section 5 (9). Discharges should be continuous and should include a method of identification of the persons to whom they are issued. This system is in force in India and has been adopted on their own initiative by a number of the more prominent shipping companies in Hong Kong, and we see no reason why it should not be adopted officially.
- (v) It is considered that the Master would have more control over a more permanent crew and that various irregularities would thereby be lessened.
- (vi) The fact was elicited that the crew is generally largely in excess of the number for whom accommodation is provided and we recommend that the crew engaged on should be limited to the number for which crew space is certified, any other persons carried being technically "passengers."
- (vii) The Merchant Shipping Ordinance requires amendment to permit of the engagement and discharge of, and payment of wages to, seamen in the form and manner provided by the Merchant Shipping Act.

Peaceful Evacuation of SHANTUNG

CHINESE REPORT

Nanking, To-day.

Dr. C. T. Wang, Foreign Minister, has received a telegram from the Chinese Commissioner for Foreign Affairs in Shantung reporting that the withdrawal of Japanese cavalry between Tsinan and Chowsung was completed yesterday morning. Chinese troops have taken over the garrison duties.

Peace and order were well maintained throughout the process of evacuation, and the transfer was effected smoothly and without incident.—Reuter.

KIDNAPPED

SON OF A CANTONESE GENERAL

SHANGHAI OUTRAGE

Shanghai, To-day.

Hsu Shih-toh, the twenty-year-old son of General Hsu Chung-chi, who was Commander-in-Chief of the Cantonese Army in 1925, was kidnapped yesterday morning.—Reuter.

DISARMAMENT

PRES. HOOVER AND U.S. PROPOSALS

Washington, Yesterday.

It is understood that President Hoover is of opinion that no further disarmament action can be taken until the Naval Powers have made a more detailed study of the American proposals submitted at Geneva.—Reuter's American Service.

(Continued on Page 7.)

1,000 GUINEAS GOLF CONTEST

RECORD BY HAGEN

FINISHES BRILLIANT DISPLAY IN A RAINSTORM

LEADING SCORES

London, Yesterday.

At Moortown, Leeds, a powerful field, including several Americans and Ryder Cup men, competed in the qualifying rounds for the Thousand Guineas golf tournament.

Walter Hagen returned a score of 69. He bunkered at the first hole, taking five, and went on to play perfect golf until he dropped a stroke at the short eighth hole. He took three putts at the eleventh, and holed a five yarder at the fourteenth. He finished in a rainstorm with four perfect fours.

Golden (America) tore up his card.

Leading Scores

W. Hagen (American)	69
Al. Watrous (American)	70
Leo Diegel (American)	71
Abe Mitchell (British)	71
A. Compton (British)	71
Bert Hudson (Newport)	72
Leslie Cotton (Coudon Park)	73
Ed. Dudley (American)	73
J. Atkinson (Lees Hall)	73
Aubrey Bomer (Paris)	74
W. B. (Lancaster)	74
Tom Barber (Cavendish)	74
I. Jurado (Argentine)	74
F. Robson (Coodon Beach)	74
C. Gray (Willingdon)	74
Geo. Duncan (British)	74
W. T. Twine (British)	74
J. Tunniss (American)	75
Horton Smith (American)	75
T. Green (Oot Heath)	76
D. Freeman (Thorpeness)	76
S. Brews (S. Africa)	76
R. Ballantine (Moortown)	76
C. Whitcombe (Creswell)	76
E. Whitcombe (Bournemouth)	76
A. Young (Sonning)	76
W. Davies (Wallasey)	76
A. Havers (British, unattached)	76
T. Cotton (Langley Park)	76
H. Crapper (Harrogate)	78
R. Whitcombe (British)	80

LADIES' CHAMPIONSHIP

Reappearance of Joyce Wethered

London, Yesterday.

At St. Andrews to-day it was cloudy for the second round of the Ladies' Golf Championship.

Miss Enid Wilson beat Miss Gardiner (Royal Portrush), 5 and 4.

Miss Glenna Collett beat Miss Bryant (Ashford Manor), 3 and 2.

Miss Joyce Wethered, who has not appeared in the Championship since winning in 1925, beat Mrs. Madill, of Hermitage, 8 and 7.

Miss Hollins beat Miss Ramsay (Aldmouth), 4 and 3.

Miss Boothby (America) beat Mrs. Bell (Littlestone), 6 and 5.—Reuter.

JAPANESE LEAVE

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CANTON REPORTS OF SUCCESSES

KWANGSI LOSSES

COMBINED ATTACK LAUNCHED ON EAST RIVER

SURRENDER OF GUNBOATS

Canton, Monday.

The Government Headquarters have received a wire from General Chan Kung-nai, commander of the Cantonese forces on the East River front, reporting that early this morning a combined attack by the land forces, gunboats and 15 aeroplanes was simultaneously directed against General Shu King-tong's troops at Shek-lung.

After an hour's fighting the enemy retreated in great disorder in the direction of Changmuth and Waichau, losing 1,500 men captured and disarmed.

The Government troops and aeroplanes are now in hot pursuit of the enemy.

Kwangsi Casualties

Canton, Yesterday.

At 9 o'clock on Monday morning, the Canton gunboats, on arriving at Da Ma-hou, discovered Kwangsi boats landing troops at Kou Hou, near Samshui and immediately opened fire on them.

Two enemy towing motor boats were seriously damaged, and over 20 junks (carrying provisions, firewood, and military equipment) were captured.

The Kwangsi gunboats "Chin Kang" and "Yun Kang" surrendered to Admiral Chan Chak.

The large number of Kwangsi troops slain and wounded can not yet be ascertained.

After the engagement, the Government gunboats steamed as far as Kwangli without encountering any more Kwangsi troops.

Pursuing the Enemy

There is no official report from the East River front beyond the fact that General Shu King-tong's troops are being followed up by the Kwangtung troops in two different directions, namely, Chang Muthou and Waichau.

Fall of Kweilin & Pinglo

Wuchow, Yesterday.

It is rumoured that Kweilin and Pinglo have been captured by Hunan troops without any fighting.

Samshui Held

Samshui, Yesterday.

Samshui is still in possession of the Kwangtung troops.

The situation is quiet.

Hunan Thrust

Shanghai, Yesterday.

A message from Changsha states that, under the pursuit of Hunan forces, the Kwangsi-ites have retreated to Tachunkiang, near Kweilin.—Reuter.

Fukien Assistance

Nanking, Yesterday.

It is stated that Chiang Kai-shek has telegraphed to Chang Tseng, the garrison commander in south Fukien, to advance to Kwangtung to assist in the anti-Kwangsi expedition.

Threat from Yunnan

It is reported from Yunnanfu that Lung Yun, with twenty thousand men, is advancing towards Kwangsi to participate in the anti-Kwangsi expedition.—Reuter.

Vessels for Wuchow

Judging by a notice to mariners issued by the Harbour Master yesterday, the convoy to Wuchow has been successful. The s.s. "Kochow" and the s.s. "Tai Ming" left for Wuchow on Sunday evening under escort, this being in the nature of an experiment, the authorities stating that if it proved successful, another convoy would leave for Wuchow soon.

The text of the notice is as follows:—

"The following has been received from the Naval authorities:—Convoy for Wuchow will leave First Cliffs at 5.30 a.m. on Thursday, May 15. Return convoy will leave Wuchow on Monday, May 20. Conditions as for last convoy given in previous notice."

Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

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TO LET.—From 1st June, 1929, Nos. 5 & 6, Prospect Place, Bonham Road. Rent Moderate. Apply to Box No. 601, c/o "China Mail."

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WANTED.—By Japanese, a position in an Hotel. An all round man willing to do anything. Apply Box No. 600, c/o "China Mail."

FOR SALE

FOR SALE.—"Barkers," Sai Wan. A fine 4-Roomed Bungalow with large Garden. For full particulars apply Box No. 595, c/o "China Mail."

FOR SALE.—Wharfedale Printing Press, in excellent condition. Will take Sheet Double Demy. Useful for Small Printing Shop. Apply Box No. 594, c/o "China Mail."

MISCELLANEOUS

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WESTOVER—STEVENS. Within an hour from London. In healthy neighborhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local,
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Karamall Building).

Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.

Business Hours:—
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12 noon to 6 p.m. on Sundays.

TANG YUK, DENTIST

Successor to
the late SIEN TING,
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TERMS VERY MODERATE
Consultation Free.

PHOTO-SUPPLIES

Kodaks and Cameras.
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ZIESS and BUSCH FIELD GLASSES

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A Trial Order is Solicited.

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Street, Yau-mai-oi
C.2560—No. 36, Tung
Man Street.

NOTICES.

UNION INSURANCE SOCIETY
OF CANTON, LTD.
(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11 o'clock a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from 5th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

THE CHINA FIRE INSURANCE COMPANY, LTD.

(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11.15 a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 5th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

(Incorporated in Hong Kong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hong Kong, on FRIDAY, 24th MAY, 1929, at 11.20 a.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1928, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from 5th MAY to 24th MAY, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, 1st May, 1929.

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on THURSDAY, the 23rd May, 1929, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1928.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 9th to the 23rd May, 1929, both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Agents.
Hong Kong, 2nd May, 1929.

BEST COAL & CHEAPEST PRICE

KWONG HANG & CO.

Tel. C. 2736.
43, Des Voeux Road Central.
Government and Admiralty Coal Contractors.

HOUSE COAL

Peak at \$23.00 per ton.
Upper Level \$22.00 " "
Middle Level \$21.00 " "
Central Office \$20.00 " "
Kowloon \$17.00 " "

The above prices include delivery charges to destination.

LAMBERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
THERAPION NO. 4
THERAPION NO. 5
THERAPION NO. 6
THERAPION NO. 7
THERAPION NO. 8
THERAPION NO. 9
THERAPION NO. 10
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NOTICES.

HONG KONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY GENERAL MEETING of Voting Members will be held in the Jockey Club Room, Hong Kong Club Annex, on FRIDAY, 17th May, 1929, at 5.10 p.m.

By Order,

C. B. BROWN,
Secretary.
Hong Kong, 30th April, 1929.

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, May 18 and on MONDAY, May 20, 1929, commencing at 3 p.m.
The first bell will be rung at 2.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each per day up to Friday, May 17, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2 per day.
Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

No children allowed in either enclosure on any pretext.
Hong Kong, May 13, 1929.

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MEDICINE & PILLS.

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THE HONG KONG SPORTING ARMS AND AMMUNITION STORE
5-6, Beaconsfield Arcade.

CHINA ASSOCIATION

Progress in China and Success of the
Nationalist Movement

EXTREMIST TACTICS CONDEMNED

The annual general meeting of the China Association was held on April 10, at the offices of the P. & O. Steam Navigation Co., 122 Leadenhall St., London. Mr. Stanley H. Dodwell occupying the chair. The following were present:—Lord Southborough, Sir Francis Aglen, Lt.-General Sir George Maedonough, Sir Claude Severn, Sir Skinner Turner, Sir William Rees-Davies, Messrs. H. G. Simms, W. T. Alway, E. A. Stanton, F. Salinger, J. R. Michael, E. F. Mackay, F. O. Reynolds, J. H. Teesdale, Archibald Rose, Lieut.-Colonel Alec Reiss, S. F. Mayers, L. N. Leefe, H. A. J. Macray, W. B. Kennet, O. T. Cousins, Thomas Brown, K. W. Mounsey, Robert H. Hill, G. H. Elliott, F. S. Clark, A. O. Lang, F. J. Abbott, G. M. Dodwell, W. P. Ker, G. A. Richardson, W. Fisher, D. C. Rutherford, H. Whistler, H. H. Joseph, Alfred Bryer, A. C. Hall, Stanley H. Bywaters, H. D. C. Jones, and the joint secretaries, E. M. Gull and H. C. Wilcox.

In moving the adoption of the report, the Chairman first drew attention to certain passages in it where members were informed of action taken by their Committee without, however, being given the actual text of the representations made, or of the replies received.

DON'T WASTE WATER!

Explaining why the report had been drawn up in this way, the Chairman proceeded to give members, for their confidential information, the text of letters and telegrams dealing with extrajurisdictionality, the Shanghai Defence Force, the International Settlement at Shanghai, and the British Concession at Tientsin. Proceeding, the Chairman then referred to the policy of His Majesty's Government and the attitude of the Association towards it. He dwelt on the success of the Nationalist movement, which, he said, though it had not so far set up an administration which commanded our complete confidence, had produced one which had the support of Canton and Mukden.

"Unrepresentative as the administration is judged by foreign constitutional standards," said Mr. Dodwell, "the Nanking Government undoubtedly embodies the most forceful of China's modern sentiments. There are, I believe," he continued, "China hands who regard these sentiments and ambitions with a baleful eye as entirely sinister, and who have no faith whatever in them. I do not take that view. I believe that some of them are sinister and represent no more than a desire to get control of the country's finances. I believe, also, however, that amongst them is a real desire to see China placed on a footing of genuine equality with the other nations of the world. I believe that there are genuine constructive elements at work in the country, and I am supported in that belief by what is being done in the educational sphere, in the construction of roads, in the modernisation of ancient cities, in the building of factories and mills (though at the moment many of these may be in a parlous condition), and in the gradual development of commerce."

"It is, I think, undeniable that in these directions China is progressing, and that in regard to them she is better off to-day than she was ten years ago. If that is so, then the movement which we call nationalism includes a movement which we cannot but welcome, for it spells increased opportunities for the activities in which we are mainly interested, commercial activities. It would, of course, be very pleasant indeed were this movement to be conjoined with complete political self-abnegation on the part of the Chinese, in virtue of which we should continue to say to what extent we propose to pay taxes, to what extent we propose to do this and to do that. Unfortunately, we cannot expect China to develop economically and to remain stunted politically. In enjoying the benefits of her economic development we have got

to accord her an increasing degree of political freedom.

Adapting to New Conditions

"In these circumstances our most useful function appears to me to be that of helping our Government to adapt the various foreign institutions which have grown up in China to the new conditions surrounding them. This task of adaptation cannot be easy, and is necessarily rather thankless work, partly because there is so little permanence about it. Most of the arrangements come to must necessarily be provisional." The task, continued Mr. Dodwell, was rendered the more difficult by the tendency of the extremist elements of nationalism to exploit the legitimate desires of the moderate section for political freedom. Such exploitation, he said, was undoubtedly taking place. The Provisional Court at Shanghai was an instance of it. That Court was intended to act judicially, but was, in fact, functioning politically, and was being used to undermine the authority of the Municipal Council, in the hope, apparently, of discrediting it.

The recent dismissal of a perfectly innocent storekeeper on the Shanghai-Nanking Railway was another instance. The aim apparently was to make the position of foreign officials on the railway impossible, notwithstanding the fact that the railways were in dire need of experienced supervision. In the Customs Administration, he was glad to see no indication of this. The circumstances in which the Inspector-Generalship had recently changed hands were very unfortunate, but, as far as his information went, no interference was taking place with the Customs regime. The outlook for the Salt Revenue was better in that the Nanking Government had promised to set aside a definite amount every year for the service of loans. Amounts in default, however, remained outstanding.

Turning to the accounts the Chairman said that their sincerest thanks were due to those subscribers whose names appeared on page 54 of the Report, for without their generous help in these abnormal times the Association would have grave difficulty in carrying on its work effectively. "We all live," said Mr. Dodwell, "in the hope of conditions in China improving sufficiently to call for less heavy financial burdens, but I feel you will all agree," he said, "that the present moment is not a propitious one for slackening our efforts in any direction."

Mr. Sydney Mayers seconded. There being no questions the resolution was put to the meeting and carried unanimously.

Re-Election of President

The Chairman proposed the re-election of Lord Southborough as President. He said: "In doing so I know full well that I am proposing something which constitutes a breach of the rules of our Association, but I also know full well the invaluable services which Lord Southborough has rendered in the past, and therefore I feel we are fully justified in committing this slight breach of our rules. Particularly is that so as, owing to his unfortunate illness, Lord Southborough was virtually out of action for approximately a year. I should explain that Lord Southborough himself is loth that he should be the cause of any breach of our rules insofar as he wishes that we should re-elect him only until the General Election is over, when we have reason to believe that we might be able to secure the services of another illustrious and representative personage. But my proposal is that we re-elect Lord Southborough in the usual way, and await developments. I think Lord Southborough would be agreeable to that course."

Lord Southborough: I certainly will.

The Chairman: I have, therefore, very much pleasure in proposing the re-election of Lord Southborough as our President.

Sir Francis Aglen: Gentlemen, I have very great pleasure in seconding the proposal which has been made by our Chairman.

The re-election of Lord Southborough was carried unanimously.

Lord Southborough's Speech.

Lord Southborough: Mr. Chairman and gentlemen, the full enjoyment of bad health has, I am afraid, made me remiss in attending to my duties as President of your Association. I was particularly grieved that it was my misfortune to have been absent from your annual dinner, which is, I think, beyond all things the occasion upon which your President is supposed to put himself in

Come and hear the latest

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3943—I Think of What You Used to Think of Me Abe Lyman's Orch.
Rag Doll... Wm. Wignes Orch.
4116—Let's Do It... Waltz
The Land of Going To Be...
4134—When Summer Is Gone... Fox-Trot Meyer Davis Sincp.
Happy Days and Lonely Nights...
4136—I Can't Give You Anything But Love... Abe Lyman's Orch.
BABY...
4137—Dream Train...
Don't Be Like That...
4145—A Room With A View... Wm. Wignes Orch.
Watching The Clouds Roll By...
"

VOCAL & INSTRUMENTAL

- 4006—Repass Band March... Band U.S. Military Band
Under The Double Eagle...
3976—To Spring... Piano Diet Fairchild Rainer
Twinkletoes...
4010—If I Lost You... Piano Solo Lee Sims
When Summer Comes...
4126—Happy Days and Lonely Nights... Vocal June Pursell
High Up On A Hill Top...
4141—My Tonia... Nick Lucas
The Song I Love...
4148—Napolitan Nights... Pipe Organ Eddie Dunsteter
Sonny Boy...
4152—I Can't Give You Anything But Love... Lee Sims
Sonny Boy... (Piano)
15199—Indian Love Call... Soprano Florence Easton
Kiss Me Again...
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A hot climate has made many a man a nervous wreck. Remember, however, that you can be strong and full of energy, if you take Sanatogen regularly.

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Prof. Mann, formerly of Oxford University, wrote in
The Lancet:

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after the administration of Sanatogen."



Begin a course of Sanatogen. Add strength to strength, work more and better, conquer fatigue and enjoy life even in a hot climate.

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The True Tonic-Food
At all Chemists and Stores.

(Continued on Page 5.)

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 15th May.
SIBERIA MARU	Wednesday, 29th May.
TAIYO MARU	Monday, 20th May.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Monday, 20th May.
IYO MARU	Monday, 20th May.
SHIZUOKA MARU	Monday, 20th May.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via	
Singapore, Penang, Colombo, Suez.	Saturday, 18th May.
KAMO MARU (Calla Lisbon)	Saturday, 1st June.
KATORI MARU via Manila & Ports.	
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 22nd May.
KAGA MARU	Wednesday, 22nd May.
TANGO MARU	Wednesday, 22nd May.
BOMBAY via Singapore, Penang, & Colombo.	Tuesday, 28th May.
PENANG MARU	Tuesday, 11th June.
SADO MARU	Tuesday, 11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,	
Mexico & Panama.	Thursday, 30th May.
GINYO MARU	Thursday, 30th May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Friday, 7th June.
WAKASA MARU	Friday, 7th June.
NEW YORK via PANAMA.	Wednesday, 29th May.
ASUKA MARU	Wednesday, 29th May.
LIVERPOOL via Port Said, Geneva, Marseilles.	Tuesday, 21st May.
TOYOOKA MARU	Tuesday, 21st May.
CALCUTTA via Singapore, Penang & Rangoon.	Thursday, 16th May.
NAGANO MARU	Thursday, 30th May.
AKITA MARU	Thursday, 30th May.
SHANGHAI, KOBE & YOKOHAMA.	Friday, 17th May.
TANGO MARU (Nagasaki direct)	Friday, 17th May.
DURBAN MARU	Thursday, 23rd May.
HAKONE MARU	Monday, 27th May.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore	
Colombo, Suez and Port Said.	Tuesday, 14th May.
AMUR MARU	Sunday, 9th June.
ANDES MARU	Sunday, 9th June.
RIO DE JANEIRO, Santos & Buenos Aires—Via Saigon, Singapore,	
Colombo, Durban & Cape Town.	Friday, 17th May.
SANTOS MARU	Thursday, 27th June.
MANILA MARU	Thursday, 27th June.
BOMBAY—Via Singapore & Colombo.	Tuesday, 21st May.
GANGES MARU	Monday, 3rd June.
SHINOH MARU	Monday, 3rd June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR	
via Singapore & Colombo.	Friday, 31st May.
CHICAGO MARU	Friday, 31st May.
CALCUTTA—Via Singapore, Penang & Rangoon.	Saturday, 18th May.
KASABA MARU	Saturday, 18th May.
SUMATRA MARU	Wednesday, 22nd May.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports	
AFRICA MARU (From Shanghai)	Tuesday, 21st May.
MELBOURNE—Via Manila, Brisbane & Sydney.	Thursday, 6th June.
MADRAS MARU	Thursday, 6th June.
HAIPHONG—Via Hongkong & Pakhoi.	Thursday, 6th June 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	Wednesday, 15th May.
HAGUE MARU	Wednesday, 15th May.
JAPAN PORTS.	
ALTAI MARU	Saturday, 18th May.
SANUKI MARU	Friday, 24th May.
TACOMA MARU	Friday, 24th May.
KEELUNG—Via SWATOW & AMOY.	Sunday, 19th May, 3 p.m.
HOZAN MARU	Sunday, 26th May, 3 p.m.
CANTON MARU	Sunday, 26th May, 3 p.m.
TAKAO—Via SWATOW & AMOY.	Thursday, 16th May noon.
DELI MARU	Thursday, 16th May noon.
TAKAO & KEELUNG	Wednesday, 22nd May.
SANUKI MARU	Wednesday, 22nd May.

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SHIPPING SECTION.

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NETHERLANDS EXPERTS' VIEWS

At the annual general meeting of the Netherlands Shipowners' Association, held at The Hague, Mr. J. B. van der Horst van Oort, president of the United Netherlands Shipping Co., was re-elected chairman, and in the place of Messrs. A. J. M. Goudriaan, Phs. van Ommereen, Jun., and W. F. Piek, Messrs. Z. W. Dekkers, Jun. (Erhardt and Dekkers), J. G. A. Foutsein (Hudig and Veder), and J. Ryppenda Wiedrama (Holland-America Line) were elected to the board, says the "Journal of Commerce."

In the course of his address to the meeting, the chairman said: Five years ago your chairman, who preceded me in this office, in his address to the general meeting said that 1923 had not brought the recovery expected by many after the many unfavourable years which had then passed, and much to my regret, I cannot now, five years later, do otherwise than repeat his words for the year behind us, which has in general been more unfavourable than 1927, and much more so than 1923. Statistical returns showed that last year's average level of freight was but 80.6 in comparison with 100 for 1923.

Hopeful Forecasts Destroyed
The better tendency in the last quarter of the year gave food to some traditional New Year optimism, but the first part of the current year has practically destroyed the hopeful forecasts. The index for February (96.82) is more than 2 points down in comparison with the January figure. These remarks refer mainly to general cargo carrying, but liner companies have also experienced disappointments, and the same can be said of the tanker trade. Carefully compiled statistics prove that liners are in most cases sailing with part cargoes, i.e., a portion of the available tonnage is permanently unemployed through lack of sufficient cargo.

When in 1927 at Geneva the position had been nearly stated, we flattered ourselves with the hope that a good start would be made in carrying out the policy unanimously agreed as urgently necessary. That hope has been broken down, and we are bound to think that the high principles stated at Geneva cannot in practice conquer the individual opinion of nations. We shall continue to look upon the efforts of the League of Nations for the improvement of economic conditions with the greatest interest, and hope that the Congress of the International Chamber of Commerce, which is to be held at Amsterdam this year, will bear fruit, but, speaking plainly, I do not believe that these efforts will bring about the results as could in the near future affect prospects in the shipping industry. In view of these facts we are to continue our efforts in organising our business and improving efficiency, but there are many factors over which shipowners have no control.

Subsidies
Preferential tariffs on German railways are growing in importance, the question of the surtax d'entrepot is repeatedly adjourned, double taxation has not been ended, flag discrimination and systematic protection leading to subsidising of national shipping and shipbuilding industries. The chairman of the Belgian Shipowners' Association, Senor Dens, only a few weeks ago, stated in the Belgian Senate that Belgian shipping could not hope to secure the position to which that industry is entitled with- out strong financial aid from the Government, and the chairman of the American Association is asking for a subsidy of 30 million dollars, mainly to enlarge the tramp tonnage position.

A review is being prepared for the association to prove how necessary it is that public opinion should be called upon to realise the undesirability of stimulating uneconomical production, and to show the dire results of discrimination in favour of national undertakings to an international industry.

Relative to the forthcoming Conference on the Safety of Life at Sea, it is of importance to note that while, e.g., Russia has been invited to take part, other seafaring nations have not. Greece, with a merchant

fleet of 1,187,608 gross tons; Brazil with 542,092 tons, and Portugal with 219,337 tons, have not been asked to join. I can safely say that conditions in Netherlands ships comply with or exceed the standard, which is likely to be laid down at the Conference, and we can therefore only gain from the universal adoption of those standards.

The Annual Report
The annual report states that membership increased during 1928 from 43 to 45; members' fleets on January 1, 1929, aggregated 713 vessels of 2,514,902 gross register tons, or approximately 93.3 per cent. of tonnage on the Netherlands register; and on that date there were under construction for members 31 ships of 212,959 gross tons.

Netherlands shipping has suffered severely from the depression, and trading results have in general been worse than in 1927, both for companies engaged in general trading and for most liner companies. The volume of cargo carried by Indian liners was larger, particularly in the homeward direction; passenger traffic on the route developed, and the pilgrim trade to Djeddah was brisk. Between Java and New York sailings are now maintained every ten days, and on the Java-Pacific Line monthly sailings have been started. The Java-Bengal Line suffered from low freight, and the carriage of rice from Rangoon to Java declined owing to high prices in the Java-China-Japan Line, which celebrated its 25th anniversary, has inaugurated a new service from Java to Saigon with four weekly sailings, their East China Line has been extended and remains increased to one every eleven days, and the inauguration of a new regular service between East Borneo and China is being considered.

North Atlantic Trade
In the North Atlantic trade the cargo work is more voluminous, but freight was depressed by keen competition, which was terminated in the autumn, promising a slow but gradual improvement. First and second-class passenger traffic further declined, and the autumn remains small, but activity in tourist third cabin traffic has been better. The offer of cargo to South American liners has been more satisfactory, but freight remained at a low level, the better tendency in the autumn remains small, but activity in tourist third cabin traffic has been better. The offer of cargo to South American liners has been more satisfactory, but freight remained at a low level, the better tendency in the autumn remains small, but activity in tourist third cabin traffic has been better.

Shipments from the Netherlands to the United Kingdom have been fairly good, though smaller in volume, while the opposite direction has been depressed by the offer of general cargo and coal has been improving, but the outlook in the Ruhr district temporarily curtailed transshipments to England. Trade at Netherlands ports has suffered from the stiff policy of the German State Railways, which aims at diversion of trade to German North Sea ports.

Exceptional low freights for liquid cargo in bulk have compelled owners to lay up tanker tonnage, and it is practically impossible for Netherlands vessels to compete in the Russian oil trade on account of the surcharge of 500 per cent. on port charges in Russia to the vessels of nations which have not entered into a trade agreement with Russia.

MOVEMENTS OF STEAMERS

The Dollar Round-the-World Liner "President Hayes" is due to sail from Shanghai to-day, and will arrive at this port at 7 a.m. on Saturday, May 18. This steamer will continue her trip Round-the-World via Manila, Straits, etc. at 8 a.m. on Sunday, May 19.

The American Mail Liner "President Grant" is scheduled to sail from Manila on Friday, May 17 at 4 p.m., and is due to arrive here at 7 a.m. on Sunday, May 19, sailing at 5 a.m. on Tuesday, May 21 for San Francisco and Los Angeles, via Shanghai, Japan and Honolulu. The American Mail Liner "President Jefferson," en route from San Francisco to Manila, is due to sail from Kobe to-day, arriving Shanghai on May 17 and sailing on May 18 for Hong Kong. This steamer will arrive here on Monday afternoon, May 20, and will sail again at 6 p.m. on Tuesday, May 21.

The Dollar Liner "President Lincoln," from San Francisco on May 10, is due to arrive here on June 6.

WARSHIPS HERE

The following warships are at present here:—Basin—H.M.S. "Tamar," South West Basin—H.M.S. "Seamew," East Wall Basin—H.M.S. "Bruce" and "Starling," North Arm—H.M.S. "Sirdar" and "Somme," West Wall Dock—H.M.S. "Cornwall," In Dock—H.M.S. "Marazion," L15, and L20, No. 1 Buoy—H.M.S. "Hermes," No. 12 Buoy—H.M.S. "Stormcloud," Foreign Man-of-War French Gunboat "Argus."

SCOTTISH HARBOUR

DAMAGE BY STORMS AT ABERDEEN
N. PIER FOUNDATIONS

Recent storms have wrought considerable damage to the foundations of the north pier and the south breakwater at Aberdeen Harbour (Scotland). Reporting on the matter to the Works Committee of Aberdeen Harbour Board, the Harbour Engineer states that the foundations of the north pier have been damaged at three places on the channel side of the pier.

On the last occurrence of serious damage—in 1903—a wide and massive concrete apron was constructed along one part of the foundation of the pier, and a large part of this apron had now fractured and subsided. During the recent fine weather good progress has been made in securing the foundations of the pier at this point with concrete in bags and mass concrete behind.

"COME TO BRITAIN"

TRAVEL ASSOCIATION OF BRITAIN AND IRELAND

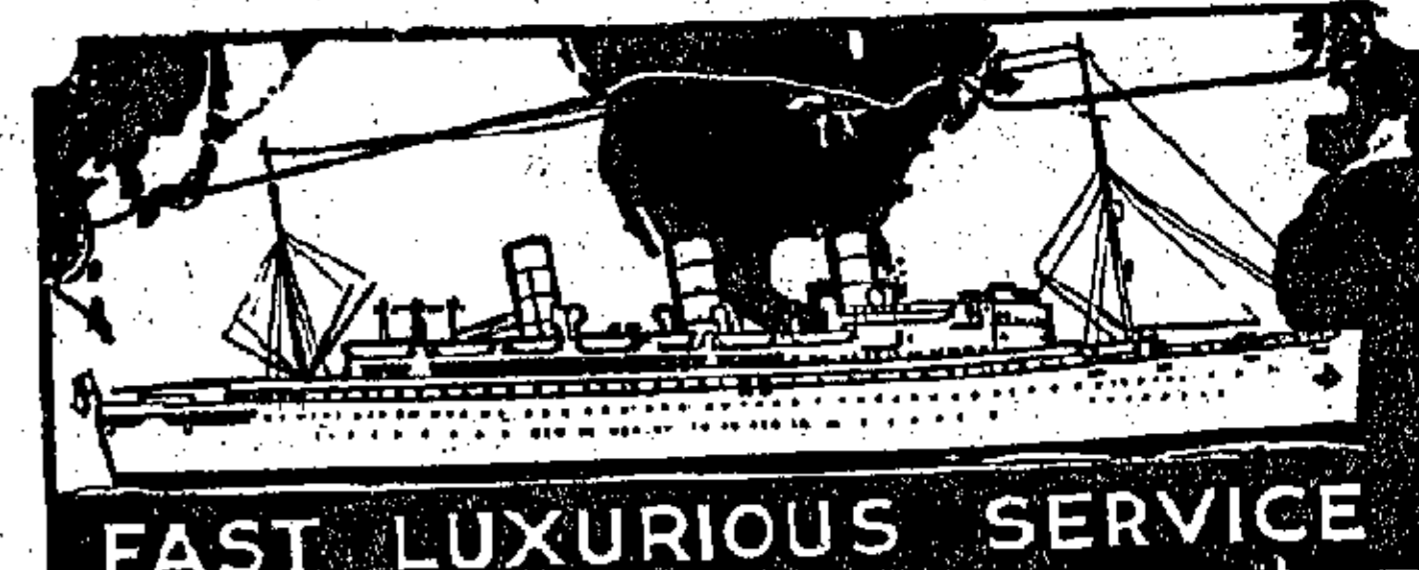
The Provisional Committee, which was appointed as a result of the Mansion House meeting held just before Christmas, have now practically completed the preliminary arrangements for the association to be incorporated under the Companies Acts as a Company Limited by guarantee. Subscriptions of over £17,000 per annum have already been promised by His Majesty's Government, the great railway companies, steamship companies, hotels and others. The work of the association will, however, benefit every district and industry in the country, and Lord Derby and the Provisional Committee are anxious that the association should be in every sense a national one and will, therefore, welcome small subscriptions as well as large ones.

The minimum subscription is one guinea, and members will, in addition to their subscription, be able to obtain a guarantee of only £1 if called upon. Forms of application for membership will be available and will be circulated as widely as possible, but copies can be obtained at the temporary offices of the association at 55, Old Queen-street, London, S.W.1. A matter of considerable importance is the inclusion of the Irish Free State within the scope of the association's activities, in addition to Scotland, Wales and Northern Ireland. Our cordial welcome, and the work of the association will thus benefit the whole of these islands. The title of the association has, therefore, been altered to the Travel Association of Great Britain and Ireland.

Pending incorporation of the association the Provisional Committee appointed a publicity sub-committee, and on their recommendation a folder has been prepared. Supplies have been distributed in Canada, the United States, and the Continent of Europe, and will be displayed in the offices of the Trade Commissioners and Consuls and the British steamship companies, railway companies, travel agents, etc. Negotiations have been undertaken for the display of the folder in the saloon cars and dining cars of the long-distance trains in Canada and the United States, on the eastward bound vessels from Canada and the United States and throughout the Continent of Europe.

The committee further propose to institute forthwith a competition open to artists and art schools for a design suitable for use as a crest or badge of the association. Prizes of £50, £20 and £15 will be offered. The committee hope that a really striking design will be forthcoming suitable for use on all the literature, stationery and advertising matter of the association itself and of all its members. Copies of the regulations will be obtainable from the offices of the association.

The Provisional Committee has appointed Mr. Louis Beale to be the first director of the association. Mr. Beale, who has recently returned from New Zealand, has taken up his duties and is engaged in formulating plans for the work of the association, the appointment of staff, securing premises, and other matters of organisation.



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VANCOUVER

EXPORTS EXCEED IMPORTS

According to the "Port of Vancouver News," a publication issued by the Vancouver Harbour Commissioners, the year 1928 witnessed a change in the relation of imports and exports of that port, the imports—4,846,160 tons—being exceeded by exports—5,053,821 tons—an increase of 207,455 tons during the twelve months' period.

The change which has come about in the shipping of Vancouver is shown by the 1927 figures, when inward bound cargo was heavier than the outward bound by 1,217,083 tons, the figures being 4,513,355 and 3,296,272 tons, a ratio which held through earlier years, and has now

been upset by the large wheat exports.

Grain exports in 1928 very nearly reached the 100 million bushel mark, the Harbour Commissioner's figure being 97,581,716 bushels, or more than double the 43,602,210 bushels exported from Vancouver in 1927. Exports were 1,780,640 barrels, Flour exports amounted to 1,522,577 cases, and cured fish 70,170 tons, a gain in the latter of over 21,000 tons. Logs and lumber exports were 495,941,747 feet board measure, or 266,451 feet less than in 1927.

Cargo was received at the port of Vancouver from 54 countries and sent to 107. Deep sea vessels entered Burrard Inlet at the average rate of 112 per month or exactly 12 times as many as in 1912. The increase in exports carried by this class of ship amounted to more than 62 per cent, jumping from 2,689,018 tons in 1927, to 4,358,091 tons last year.

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S.S. "CITY OF SINGAPORE" via Suez Canal 14th June.

S.S. "CITY OF MANDALAY" via Suez Canal 12th July.

S.S. "CITY OF BEDFORD" via Suez Canal 9th August.

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PORTS, EUROPE, &c.

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(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MOREA	10,653	25th May Noon	Bombay, Marseilles & London.
*LAHORE	5,262	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
*JEWELL	5,213	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAJPUTANA	16,568	22nd June	Bombay, Marseilles & London.
*PERIM	7,648	29th June	Marseilles, London, Antwerp & Rûhm & Hamburg.
KASHGAR	9,005	6th July	Marseilles, London & Hull.
*MIRZAPORE	6,715	9th July	Straits, Colombo & Bombay.

* Cargo only.
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BRITISH INDIA-APCAR SAILINGS.

TALAMBA	3,913	25th May	Singapore, Penang & Calcutta.
TALMA	10,040	12th June	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th July	Singapore, Penang & Calcutta.
TAKADA	6,945	12th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	31st May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	5th July	
ARAFURA	6,000	21st Aug.	
TANDA	5,555	30th Aug.	
ST. ALBANS	4,500	4th Oct.	

† Calls Iloilo & Carries Orchestra.
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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*ROSSINGTON COURT	—	21st May	Shanghai, Moji, Kobe & Yokohama.
*GURNA	5,248	23rd May	Shanghai, Moji, Kobe & Osaka.
RAJPUTANA	16,568	24th May	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	4th June	Moji, Kobe, Osaka & Yokohama.
SANTHIA	7,754	5th June	Amoy, Moji, Kobe & Yokohama.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*TILSINGTON COURT	—	10th June	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	16th June	Shanghai, Moji & Kobe.
*ALPORA	5,273	19th June	Shanghai, Moji & Kobe.
TAKADA	6,945	21st June	Amoy, Moji, Kobe & Yokohama.
KHYBA	9,135	21st June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,174	5th July	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	6th July	Shanghai, Moji & Kobe.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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SAILINGS FROM HONG KONG.

S.S. "NELEUS"	—	Via Suez Canal	5th June.
S.S. "CITY OF MOBILE"	—	Via Suez Canal	14th June.
S.S. "MACHAON"	—	Via Suez Canal	3rd July.

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Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

CHINA ASSOCIATION

(Continued from Page 3.)

evidence. As I was not present, I should like to tell you that within the last two or three weeks—that is quite a long time since the function was held—one of your most prominent guests on that occasion told me that he would always remember that dinner as the best function of its kind that he had ever attended. He is a man of public affairs, and well conversant with such matters. He added—and I think that this was, indeed, a compliment—that he was more informed about China and Chinese matters after he had listened to the speech of our Chairman and the other speeches, and especially the concluding speech of General Duncan, than he had been at any other time in relation to matters in the Far East, even when he was a member of His Majesty's Government.

Well, gentlemen, during the last three years that I have had the honour of being your President, there has been almost unprecedented and very alarming conditions of things in China, dangerous politically and sad, and lamentable from the point of view of trade and personal interests. I was glad to gather from what our Chairman said this afternoon that he agreed that there was certainly a change for the better with regard to these circumstances. There is, of course, no settlement, no finality, but I think I can detect from what I am told from time to time that there are reasons for hope. Whether the political situation at this end is also helpful is a matter of doubt. We have not always been content during the last three years with the conduct of His Majesty's Government towards us, but I think you will agree that the turning point with regard to the majority of us came when the circumstances put sufficient pressure upon His Majesty's Government to compel them to send a first-class fighting force to Shanghai. As I see it—and I say it in all modesty—that action in itself had a great effect upon the whole political association of events at the other end of the world. It was not merely a threat of the force of arms, but an assertion of authority which had that effect, and I feel confident that if political matters at this end will run on during the coming year fairly smoothly, that the effect of that action will be like the yeast dropped into the pan.

Praise for Minister

There is another point upon which we can congratulate ourselves, and it is this. Whatever may be said about Downing Street, I am sure you are content that His Majesty's Minister in Peking is without doubt a good adviser to His Majesty's Government. It is a matter of pleasure and satisfaction to us that he was our guest before he left for China, and that we tried to imbue him with our principles, and I am sure we shall watch his career with hopefulness.

Now, as to the honour you do me in inviting me to renew my term of office as President. Your forebears, knowing no doubt, what they were about, made a rule under which they said that a man was not to hold the office of President for more than three years. They, no doubt, had in mind the dangerous effect of a permanency of office to any-

PASSENGER LISTS.

ARRIVALS.

Passengers for Hong Kong from Shanghai per s.s. "Hector" yesterday:—

Mrs. Mitchell, Miss Hanley, Dr. and Mrs. Harris, Mrs. Walker, Mr. Lamond, Mr. Alberts, Dr. Patrick, J. E. Joseph, Mr. and Mrs. T. W. Doyle, Mr. and Mrs. Whitting, Mrs. Foster, Miss Foster, Miss M. Lane, Mr. and Mrs. G. G. Roulston, Hong Li, Major and Mrs. R. H. Lucas, W. F. Fincher, Jose Serna, Sergio Gaudin, Jacobo Martiniz and Victorina Vargas.

DEPARTURES

Passengers departed from Hong Kong for United Kingdom per s.s. "Hector" to-day:—

Sir Frederick Whyte, Mrs. Stopford and child, Mr. and Mrs. Th. Erzinger, W. J. Hinton, Mr. and Mrs. Kessel, Mr. and Mrs. A. J. Frank, Mrs. A. H. Penn, Mrs. M. S. P. Bethell and infant, Mr. and Mrs. Cameron, Miss L. M. Wright, Starling, E. Jordan, J. N. Jack, Mrs. M. E. Drake, H. R. Wilson, Smythe, Mr. and Mrs. R. F. Wright, Kiong Fook-kien, Col. and Mrs. J. M. Boyd, Mr. Langton, A. Bunch, Mrs. H. M. Mortimer, K. G. Mann, Mr. and Mrs. J. W. M. Denton, Mrs. B. Granger, E. G. Wilkinson, Mr. and Mrs. F. Boulton, Mr. and Mrs. M. W. Bruce and son, Mr. and Mrs. A. J. Carter, Capt. and Mrs. Danohue and child, Mr. and Mrs. G. Danon and infant, Mr. and Mrs. D. L. Evans, Mr. and Mrs. D. M. Gramam, Mrs. A. C. King, Mr. and Mrs. E. F. Lyle, Mrs. W. E. Leckie, C. F. Robins, Mr. and Mrs. H. B. McGuinness and child, Miss Tinsington, Capt. and Mrs. Tippet and child, T. Wellock.

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SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'ow & S'hai	KWAISANG	Sun., 19th May at 10 a.m.
T'au via S'ow & S'hai	HOPSANG	Wed., 22nd May at 10 a.m.
T'au via S'ow & S'hai	YATSHING	Sun., 26th May at 10 a.m.
Osaka via Amoy, Moji & Kobe	YUENSANG	Thurs., 23rd May at 10 p.m.
Osaka via Amoy, Moji & Kobe	KUMSANG	Tues., 13th June at 9 a.m.
Straits & Calcutta	HOSANG	Fri., 17th May at 3 p.m.
Straits & Calcutta	KUTSANG	Sat., 25th May at 3 p.m.
Sandakan	MAUSANG	Fri., 24th May at Noon
Sandakan	HONGSANG	Tues., 4th June at 10 a.m.
Tientsin	CHEONGSHING	Tues., 21st May at 7 a.m.
Canton	HOPSANG	Thurs., 16th May at Noon

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General Managers.

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511

is still lying in the Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Kowloon and unless same will be taken delivery of on or before the 30th May, 1929, on payment of all storage charges, same will be sold by auction and no claim whatsoever will be admitted on account of our so doing.

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one who may have been a person of Napoleonic mind. The usurpation of power, the over-ruling of the chair, and the occupation of the chair by a persistent President. I do not want to attempt to become even a Mussolini and I advise, if I might respectfully do so, that it is a very important matter to stand by your rules and regulations.

On the other hand, I recognize that at this season, just before a General Election, there are peculiar difficulties in making a change in the office. Some men now holding high political appointments may, by the shuffling of the dice-box, find themselves in comparative leisure, whilst other men free to-day may be in more or less precarious occupations. I am quite prepared to look on during the next two or three months and watch the development of these positions. I understand it is the view of your chairman that it is better that I should accept the office of president again without reservation. I place myself in his hands, but, as I said before, I am disposed to advise you that it is a good thing to stand by your rules and regulations, and as soon as the General Election is over I shall approach the chairman and offer him my resignation. If by then he and those who act with him as your representatives find, as I imagine they will find, that the place can be as well or better filled, I shall retire, but, after the honour you have done me during the last three years I would be the last man in the world to turn my back on the office until you are satisfied with your successor.

Mr. Dodwell's Work Appreciated
"Mr. L. N. Lee:—Gentlemen, it is now a year since we asked Mr. Dodwell to act as chairman of the China Association, and that qualification which he recognized in him then has now been fortified by a year's experience. It is perfectly clear to all of us, I think, that the problems that are going to confront the committee and the chairman during the ensuing year are those of the highest importance. You must have been impressed by the address which the chair has delivered to-day, and we feel that many of the difficulties touched on then have yet to find solutions. Therefore, in having as our chairman a man closely in touch with every changing scene and who can bring to bear such energy and assiduity has never been of greater importance. Therefore I move that Mr. Stanley Dodwell be re-elected for another year, and, in passing this resolution—which I venture to anticipate you are sure to do—I have no doubt you will provide him with undoubted evidence of your appreciation of the work he has so well done in the past year. I have much pleasure in moving the resolution that Mr. Stanley Dodwell be elected chairman for the ensuing year.

Mr. W. B. Kennett: It is with the very greatest pleasure that I second that resolution.
The chairman, declaring the resolution carried, thanked Mr. Lee and Mr. Kennett, and especially Mr. Lee, for what they had said. Also he thanked the meeting for the great honour it had done him. He added: "As I have always said, I think that the occupants of this chair should really have more time than I have to give to the work of the Association. However, no one realises better than I do the importance of the Association's work to the commercial community, and the only thing, therefore, to be done, if one has not the time, is to make it. (Hear, hear) I assure

you I will do my best for you."

The New Vice-Chairman

Mr. Archibald Rose proposed that Mr. H. W. Looker, M.P., be elected vice-chairman of the Association. "It is quite unnecessary," he said, "for me to say anything about Mr. Looker. I am sure we have the most constant evidence all through the year that his presence in the House of Commons, and particularly in that particular world, has been extremely useful to the Association, and has kept a constant and automatic liaison between the House of Commons, Whitehall and Downing-street on the one hand and ourselves on the other. With regard to Mr. H. G. Simms, who I have pleasure in proposing as hon. treasurer of the Association, I think I really must say one word, for he has proved himself the greatest of treasurers in his capacity for extracting money—(laughter)—in such a delicate and subtle way that the process has been almost painless."

Mr. E. A. Stanton said he had very much pleasure in seconding.

The Chairman: Before formally putting that proposition to the meeting, I have been asked by Mr. Looker to apologise for his absence. He is taking a short holiday to recuperate his strength before his efforts to retain his seat.

The resolution was carried unanimously.

General Committee

Mr. F. C. Reynolds proposed that the General Committee be elected in accordance with the list of names already circulated. The names were:—Lord Southborough, Viscount Incheague, Sir Francis Aglen, Lt.-Gen. Sir George Macdonough, Sir James Stewart Lockhart, Sir Robert Waley Cohen, Sir Skinner Turner, Mr. F. Anderson, Mr. H. W. Bird, Mr. J. S. Bruce, Mr. Stanley H. Dodwell, Mr. R. Fisher, Mr. J. S. Haskall, Mr. R. H. Hill, Mr. H. D. C. Jones, Mr. W. B. Kennett, Mr. W. P. Ker, C.M.G., A. O. Lang, Mr. L. N. Lee, Mr. H. W. Looker, Mr. E. F. Mackay, Mr. H. A. J.

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The Sunning Boat via Honolulu	The Short, Straight Route to America
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Pres. McKinley Tues. May 21.5	Pres. Jefferson Tues. May 23
Pres. Grant Tues. June 4	Pres. Lincoln Tues. June 11
Pres. Cleveland Tues. June 18	Pres. Madison Tues. June 25
Pres. Pierce Tues. July 2	Pres. Jackson Tues. July 9

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Pres. Polk Sun. June 2.8 | Pres. Johnson Sun. July 14.8

Pres. Adams Sun. June 16.8 | Pres. Monroe Sun. July 28.8

TO MANILA

Pres. Jefferson May 21.6 p.m. | Pres. Cleveland June 8.6 p.m.

Pres. Grant May 25.6 p.m. | Pres. Madison June 18.6 p.m.

Pres. Lincoln June 4.6 p.m. | Pres. Pierce June 22.6 p.m.

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Hong Kong, April 1, 1924.

Macray, Mr. Sidney F. Mayers, Mr. K. W. Mounsey, Major W. S. Nathan, C.M.G., Mr. H. W. Robertson, Mr. Archibald Rose, Mr. D. C. Rutherford, Mr. Charles V. Sale, Mr. F. Salingier, Mr. H. G. Simms, Mr. E. A. Stanton, Mr. T. H. Whitehead, Brig.-Gen. C. R. Woodroffe.

Mr. Thomas Brown, in seconding, said:—"At the same time I must say that having looked through the report and also heard your speech, I feel that our interest could not be in better hands. If one looked at the list of names they are all old

specialists, and we have got a committee which is fully representative of the Association. When we see dealt with such subjects as extra-territoriality and one or two other things, it convinces us that it has not been for want of argument that we have not come to a decision. Therefore, I think we would be unwise to make any change—it is not suggested."

Carried unanimously.

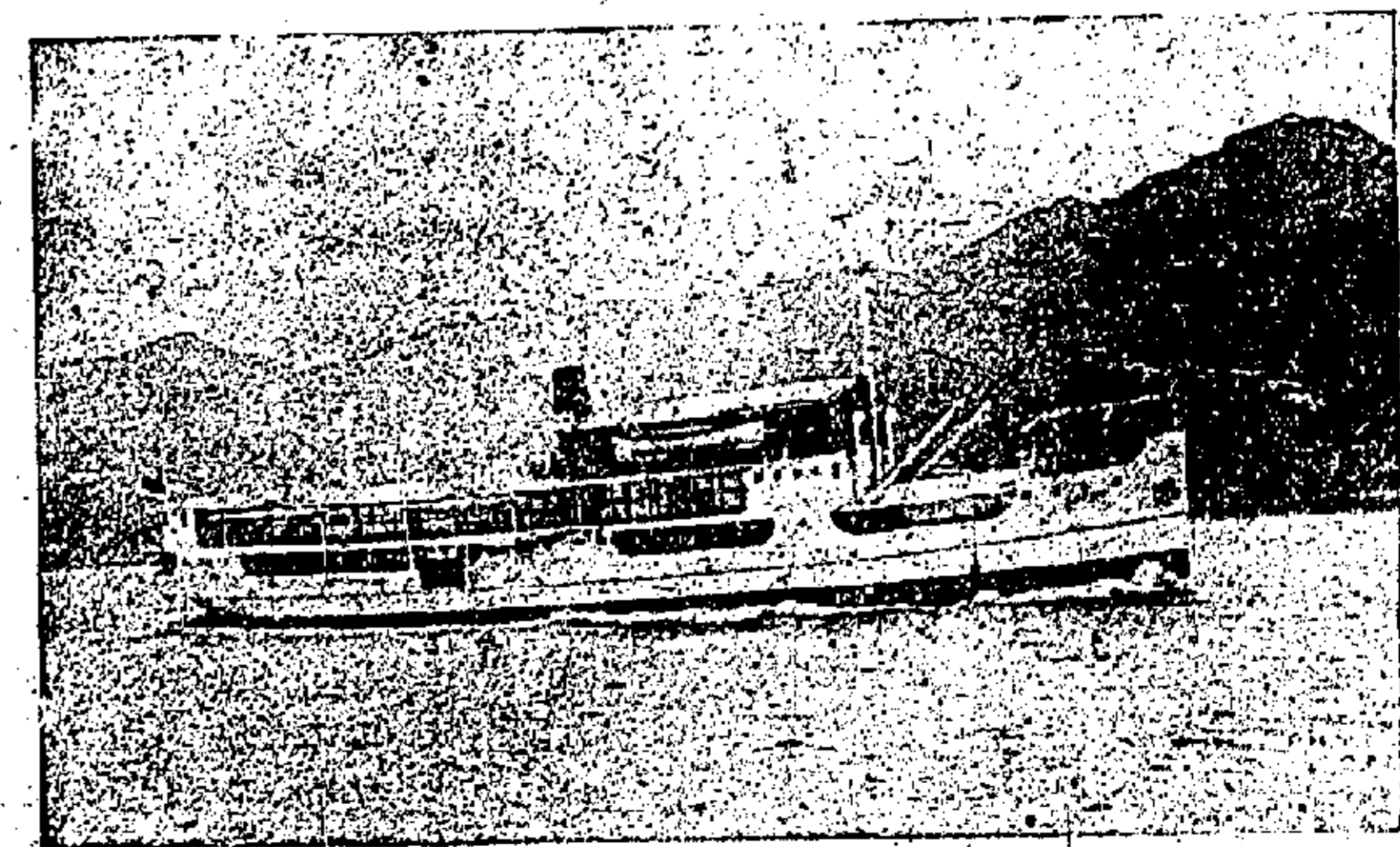
The Chairman: "On behalf of the committee I should like to thank Mr. Brown for his very nice remarks."

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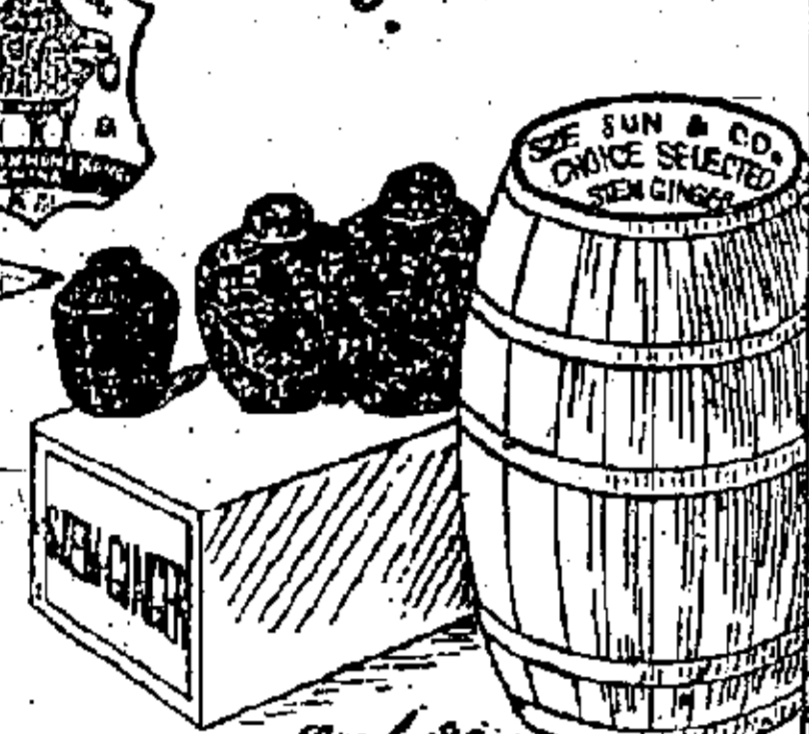
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BIRTHS

BELL.—On May 4, at the Country Hospital, Shanghai, to Mr. and Mrs. J. G. Bell, a son.

HUNTINGTON.—On May 7, at the Country Hospital, Shanghai, to Mr. and Mrs. E. R. Huntington, a daughter.

MARRIAGE

AITCHISON-KORNILOFF. — On May 4, at H.B.M. Consulate and at Holy Trinity Cathedral, Shanghai, John Leslie, late 1st. Batt. Bedfordshire and Hertfordshire Regt., son of Dr. Henry and Mrs. Aitchison of Park Villa, Walsend-on-Tyne, to Barbara Aikimova, daughter of Mon. and Mme. Korniloff, Omsk, Siberia.

DEATH

BAUER.—On May 6, in Shanghai, Col. Dr. Max Bauer, aged 65 years.

Hong Kong, Wednesday, May 15, 1929.

H.R.H. ON "INDUSTRIALISM"

His Royal Highness the Prince of Wales seems to have made good use of the opportunities presented to him, in his many travels, to observe wisely and well. During the past few years he has made frequent references to industrialism, in one form or another, and has given quite a clarion call to Great Britain to "wake up"—(vide his speech at the London Guildhall)—industrially if she would continue, as at present and in the past, to remain in the vanguard among commercial nations. The Prince evidently sees clearly the need for modern methods being applied, imagination being used and courage being in evidence in the maintenance of Britain's prestige. And he says so, with

no uncertain voice, to the leaders of British industrialism. Speaking yesterday at the formal opening of a new mining department at Armstrong College, Newcastle, the Prince spoke of the need of scientific development in the mining industry "in view of the stern overseas competition." "Courage and imagination" (he added, very truly) were necessary to restore our economic prestige, courage to scrap ruthlessly old-fashioned methods in regard to machinery and imagination to explore every commercial avenue overseas.

No clear-thinking observer of the trend of industrialism to-day will hesitate for a moment to endorse His Royal Highness's views and, coming from one who is so obviously and deeply concerned as to Britain's prestige, these will probably be fruitful of good results. The Prince of Wales has often been referred to as "Great Britain's best ambassador." The expression is happy as well as judicious. It may also be said that, judging by his many able speeches, His Royal Highness might also be acclaimed the Royal Family's most outstanding orator.

All people of good conscience as well as of sound intelligence ought to be interested in discovering truth. There is nothing more important in this world than to discover truth, except one thing, of course, which is to live by the truth one has discovered.—The Chicago Tribune.

Yesterday three fresh cases of small-pox were notified, all being Chinese.

A Chinese woman, Cheung Mui, 5 Wing Wah-terrace, was yesterday removed to the Government Civil Hospital suffering from injuries as a result of being knocked down by a private motor car, in Hollywood-road.

Yesterday a Chinese was removed to the Government Civil Hospital in a serious condition as the result of accidentally falling from the verandah of the first floor of No. 25 Circular Pathway. He received injuries to his hands and legs.

A case of kidnapping is reported to the Police by a Chinese woman, named Wu Sze, residing at No. 3, Peking-road, Kowloon, who states that some days ago her nephew, Ho Wing-lau, six years of age, was kidnapped while in Canton. The boy is believed to be at present in Hong Kong.

Ng Pin-sang, master of the Man Hing Cheung flower shop, 45 Ting Tau-village, Kowloon City, reports to the Police that on Monday he gave his manager, Chen Yat-nam, some money with which to purchase flowers. The manager did not purchase the flowers or return to the shop, but it is alleged, absconded with \$650.

About 2.30 yesterday afternoon, a young Chinese girl was knocked down and fatally injured by a China Motor Bus Co.'s bus in Shanghai-street, near the Kowloon Magistracy.

A report has been made to the Police that a thief entered a Swatow firm, at No. 12, Ko Shing-street yesterday, and after opening the safe made off with \$1,500 in Hong Kong and Shanghai Bank notes.

Among passengers departing yesterday on the s.s. "Hector" for Australia were Dr. and Mrs. Harris, Dr. Patrick, Mr. J. E. Joseph, Mr. and Mrs. T. W. Doyle, Major and Mrs. R. H. Lucas and Mr. W. F. Fincher.

An enquiry was held yesterday at the Central Magistracy before Major C. Willson sitting as Coroner, into the death of a Chinese cook, aged 73 years, in the employment of Dr. M. V. Obrenski, of the Taikoo Sugar Refinery. His body was found lying on the floor of the kitchen at No. 12 Quarry Point. He appeared to have been throttled and in his hand a Chinese promissory note was found. Medical evidence revealed that thumb marks were found about the throat. The enquiry was adjourned.

FLYING TRAGEDY

VICTIMS OF KAI TACK MISHAP

INQUEST OPENED

The Kai Tack aeroplane tragedy which occurred on the evening of the departure of the Duke of Gloucester, had its sequel at the Kowloon Magistracy yesterday when Mr. T. S. Whyte-Smith and a Coroner's jury composed of Messrs. L. Yates (foreman), G. B. Wittich and A. M. da Silva, held an inquiry into the circumstances attending the deaths of three Chinese. The latter were killed when an aeroplane which had returned from escorting H.M.S. "Suffolk" out of the harbour, shot over the fence at the landing ground at Kai Tack.

Squadron Leader Keeble sat on the bench with the Coroner. Medical Evidence Dr. J. E. Dovey, medical officer in charge of the Kowloon Hospital, described the injuries received by each of the three men, two of whom were dye workers employed in the New Territory, whilst the other was a Kowloon City photographer.

Plans of the Kai Tack aerodrome and surrounding districts were produced by Mr. M. I. de Ville of the P.W.D. Sub-Inspector Vincent, Police Photographer, put in photographs of the scene of the accident.

Pilot's Statement Lieut. Arthur Oliver Watson, R.N., the pilot of the Fairey machine concerned in the accident, said that on April 27 he was one of the flyers which formed the escort for the Duke. On returning to the Aerodrome, he was to have landed after Flight Lieut. Pearce. As far as he knew the planes left the Duke's escort at about 6.35 p.m. As soon as the first machine in his flight had landed, he proceeded to land. He approached the landing stage from the east side, headed in and came over the eastern boundary, as low as was safe. The light was quite good for landing, although it had been bad all day. It was just beginning to fade, but he had no difficulty in seeing the boundary or the landing stage. There was practically no wind.

Crashed Through Fence A few moments after his plane had touched the ground, he realised that he should not be able to pull up short of the fence. Therefore he put on the engine full and endeavoured to climb clear of the fence. He failed to accomplish his object. As to what happened after that he was unable to give any definite evidence. He could say, however, that after crashing through the fence the plane travelled across the road and hit a matchbox on the other side of the road. He was not stunned.

Asked if he would like to give an opinion as to whether the people were standing too close, Lieut. Watson replied that he could not say anything about that. He agreed with a remark by Squadron Leader that a pilot could not see anything in front of him when taking off or landing.

The Coroner: Then, of course, you saw no Chinese?—None at all.

Unsafe to Turn Replying to the foreman of the jury, Lieut. Watson said that he thought his plane was the second of the entire group to land. The boundary fence was held by strong wire which stopped the plane, and did not break. It simply pulled part of the fence down. The plane was under control when it hit the fence. It would have been unsafe to turn.

Squadron Leader Keeble explained that if a plane flying very low off the ground were turned, one of the wings would necessarily hit the ground.

Lieut. Watson confirmed this statement. The plane was too low to "bank."

Questioned by the Coroner as to the size of the landing stage, Lieut. Watson said that it was big enough, but it did not allow for a very great margin in case one was having difficulty. He did not measure the distance of the landing stage.

Squadron Leader Keeble told the Court that its longest run was 600 yards.

Practically No Wind Answering another question by the Coroner, Lieut. Watson said that it was very hard to say how the accident was caused. Apparently he did not allow himself enough room to take off again. If he had even a breeze of, say, five or ten miles against him he would have been able to pull up before the fence. There was practically no wind, and what little there was, was varying considerably. Witness did not anticipate having a wind, and therefore was not relying on it.

The Coroner pointed out to the jury that the witness's statement

DON'T WASTE

WATER!

tended to show that a slight wind would have made all the difference in the world!

Lieut. Watson agreed, and also pointed out that it was difficult to get into the Aerodrome when there was no wind at all. He meant by that that he would want all the wind against him.

"Unfit for Landing" Flight Lieut. Pearce, who had command of No. 440 flight, to which the crashed plane belonged, said that he was taxiing toward the hangar when Lieut. Watson crashed. Eight other machines landed successfully after Lieut. Watson.

Asked by the Coroner as to landing orders, the witness said that when flying in formation there were set orders for landing. The leader was the first to descend, followed by the plane on his right, then the one on his left, and so on. Lieut. Watson was on witness's right and therefore would know when to land.

Asked about the landing stage, witness said that he did not know the distance, but certain parts of the area in the Aerodrome were definitely unfit for landing.

Felt a Thud

A. B. Gibbs, who was in Lieut. Watson's machine, said that almost after landing, Lieut. Watson opened his throttle in an endeavour to rise again. He struck the fence almost immediately afterward. The machine crashed into a tea-house, the starboard wing striking the structure. Witness felt a thud and knew nothing further until he regained consciousness in the bottom of the cockpit after the machine had come to rest.

He did not notice anything wrong, and had no doubt that Lieut. Watson would rise again when he opened the throttle. Witness, who was standing up in the machine, saw some Chinese in the roadway.

The inquiry was adjourned until this afternoon.

BAD WATER

DR. KOCH'S QUERIES AT SANITARY BOARD

NOT UP TO STANDARD

At the fortnightly meeting of the Sanitary Board yesterday, Dr. W. V. M. Koch commented on the water supply and said that the condition of some of the water was not up to standard.

Mr. W. J. Carrie (Chairman) said that in every case where the supply was not up to standard, the Government Bacteriologist at once informed the Water Authority, who would then take measures to bring about the desired results. Beyond that, he was afraid that the Board could do nothing, but if Dr. Koch so desired, he could bring the matter to the attention of the Water Authority, who would then give his explanation.

It had been pouring all day, and the man sitting alone in a corner of the club smoking-room looked miserable. Another member went up to him.

"Hallo, old man," he said, "sorry to see you so fed up. Why don't you go and drown your sorrow?"

"My dear chap," answered the other, wearily, "she's inches taller than I am."

Little Thought.—Many a man who is burning with love only makes a fuel of himself.

PRAPS —

PRAPS NOT!

"Three-fourths of the typists in business are women."

"That's because men like to feel that there is one class of women they can dictate to."

An actress's small daughter

was taken to her mother's dressing room. She eyed the array of cosmetics with much interest.

After a long silence the child burst out with:

"Mummy, this vanishing cream is a swindle. I've been watching it for twenty minutes, and it hasn't moved yet."

"You should be angry with your husband; you should heap coals of fire on his head."

"I may after I have hauled him over them."

Inspector (to small boy):

"Now, what are raised in damp climates?"

Small Boy (promptly): "Umbrellas, sir."

Jones: "I hear they have a new machine that can tell when a man's lying. Did you ever hear of one?"

Smith: "Hear of one! Good heavens! I married one."

The prospective suitor was

pleading his cause with her father, and in the midst of his eulogy of himself his remarks

were cut short by the old man inquiring:

"And what about your income?"

"Oh," returned the young man,

"I thought I would leave that to you, sir!"

She insisted hotly that

economy or no economy, she must have a new frock, and he, with equal warmth, declined to produce the cash.

"I'll never speak of you again!" she hissed angrily.

"How like a woman!" he sighed.

"When everything else fails, you try bribery!"

Wife: "Look me in the face, sir."

He raised his eyes timorously.

"Now, sir, deny, if you dare, that you married me for my money!"

"I must have been for your money!" he faltered.

A customer sent the following note to his grocer: "Please send six dozen eggs, if good, will send cheque."

The grocer, however, was not doing any business on such risky terms, so he replied: "Send cheque; if good will send six dozen eggs."

Her Father: "But, my boy, you are too young to marry my daughter. You are but twenty-one, and she is twenty-seven."

Suitor: "But, sir—"

"No; at present the disparity is too great. Better wait half-a-dozen years. Then you'll be twenty-seven and she'll probably be about the same age."

The best man was doing his best to make the "groom" brace up.

"Where's your nerve, old man?" he asked. "Why, you're shaking like a leaf."

"I know I am," said the 'groom' "But this is a nerve-racking time for me. I've got some excuse to be frightened, haven't I? I've never been married before."

"Of course you haven't," soothed the best man. "If you had you'd be a great deal more scared than you are."

Tourist: "I say, what are you people so proud about? The last time I came here everybody was very friendly, and now I can scarcely get a person to speak."

Old Inhabitant: "You'll pardon us, but it's our village pride. You see, Bill Smithers picked up a guidebook—that fell out of a motor-car last week, and we found that the old duck-pond is a mountain tarn, Jones's stone quarry a precipice, Tom Bilkin's beerhouse a wayside inn, and the whole country chock-full of historical antidotes and delusions!"

The tramp looked shrewdly at Miss Scarhawk, and she returned his gaze with equal shrewdness, but her expression did not soften in the least. "You see, it's all like this, ma'am," said the tramp, humbly lowering his eyes until they rested on Miss Scarhawk's dainty shoes showing below her short skirt. "Six months ago I had a home of my own, but I made an unfortunate marriage. My wife's temper was such that it kept me in hot water all the time."

"Hm," said Miss Scarhawk, dryly. "It's a pity there couldn't have been a little soap with it. Only six months ago, did you say?"

INDIVIDUAL LIBERTY

Labour Party's View

OPPOSITION TO PRESIDENT

FIRST DAY'S TURNOVER

Liberal Opinions

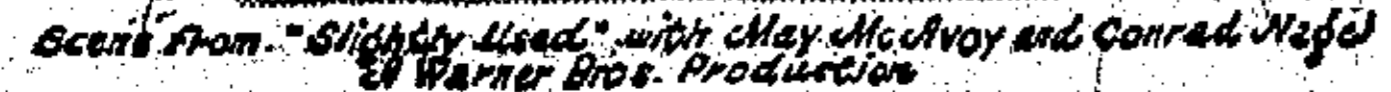
Free Passengers

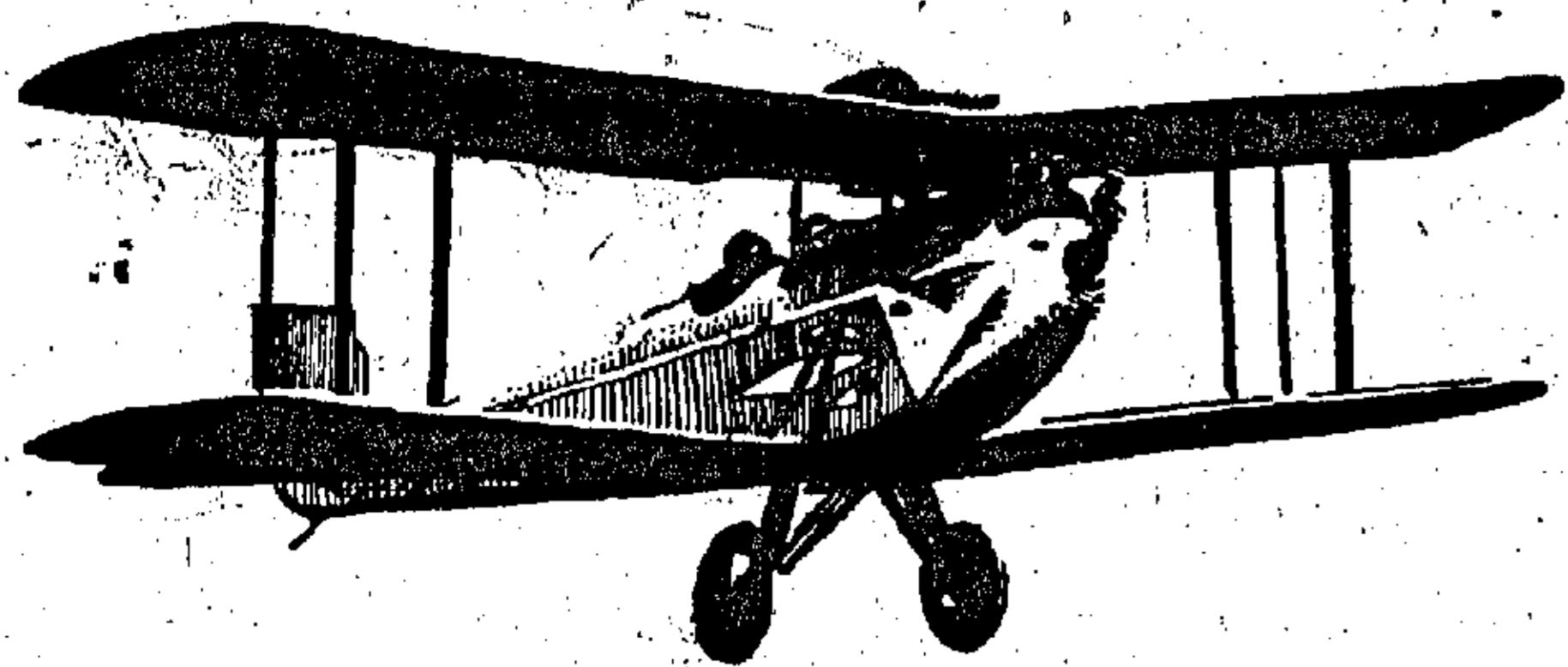
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NEW COMMISSIONER

DETAILS OF THE CAREER OF HSU MOH

SUCCEEDS WUNZ KING

Mr. Hsu Moh, the newly appointed Commissioner of Foreign Affairs in Shanghai, whose official title will be Special Commissioner of Foreign Affairs for Kiangsu Province, is not expected to come to Shanghai to assume his new duties until next month. Mr. Hsu, who is a native of Soochow, will succeed Mr. Wunz King, who has been promoted to the post of Minister to The Netherlands.

Mr. Hsu is still in his thirties but he has already had an exceptionally fine career. Graduating from the law department of the Peking University, Tientsin, with the de-

DON'T WASTE WATER!

gree of Bachelor of Laws, Mr. Hsu taught English in Yangchow for a period, after which he joined the Ministry of Justice in Peking, wherein he served for three years. Upon relinquishing this work, he was appointed Counsellor to the Chinese Legation in Washington, and it was while he was in the United States that he was appointed a secretary to the Chinese Delegation to the Washington Conference. During his spare time, Mr. Hsu studied in the university in Washington, D.C., and obtained his master's degree in law.

Returning to China, the new Commissioner was appointed professor of law and politics in Nankai University, Tientsin; but he was later made dean of the department of arts. At the same time, he practised law, being a member of the Tientsin Bar Association. He gave up his teaching work to become editor of the "Yih Shih Pao," Tientsin's leading Chinese journal, but the law called him again and he came to Shanghai as a judge of the Shanghai Provisional Court under Dr. Hsu Wei-chun. Whilst serving as a member of the Bench, Judge Hsu taught law in the Comparative Law School, Soochow University.

Mr. Hsu resigned from the Provisional Court to take up a new appointment as chief judge of the Tientsin District Court, but he did not remain there long, as he was invited by I. C. T. Wang to become chief of the third section of the Waichiaoou. This offer he accepted. Mr. Hsu will retain the position concurrently, though most of his time will be spent here, says the "N. C. Daily News."

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	1/11 1/4
Bank, wire	1/11 5/16
Bank, on demand	1/11 5/16
Bank, 80 days' sight	—
Bank, 4 months' sight	1/11 1/2
Credits, 4 months' sight	2/- 1/4
Documentary 4 months' sight	2/- 3/4
On Paris—	1202 1/2
On demand	1202 1/2
Credits, 4 months' sight	1277 1/2
On Berlin—	—
On demand	—
On New York—	—
On demand	47 1/4
Credits, 60 days' sight	48 3/4
On Bombay—	—
Wire	129 3/4
On demand	129 3/4
On Calcutta—	—
Wire	129 3/4
On demand	129 3/4
On Singapore—	—
On demand	88 3/4
On Manila—	—
On demand	94 1/2
On Shanghai—	—
On demand	79 3/4
80 days' sight (private paper)	—
On Yokohama—	—
On demand	104 3/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.95
Silver (per oz.)	25 3/16
Bar Silver in Hong Kong	—
Copper Cash	3% Prem.
Chinese Copper Cents	6% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	31 1/2% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES

London, Yesterday.	
Paris	124.15
New York	4.85 7/16
Brussels	34.945
Geneva	25.19
Amsterdam	12.067 1/2
Milan	92.65
Berlin	20.455
Stockholm	18.165
Copenhagen	18.205
Oslo	18.195
Vienna	34.55
Prague	164
Helsingfors	193
Madrid	34.065
Lisbon	108 1/4
Athens	375
Bucharest	818
Rio	5 7/16
Bombay	1/5 29/32
Shanghai	2/5 1/4
Hong Kong	1/11 1/4
Yokohama	1/10 5/32
Silver Spot & Forward	25 3/16
—British Wireless Service.	



GYPSIES OF EPSOM

DRAMATIC SEQUEL TO POLICE COURT CHARGE

WON'T BE MOVED

London, April 23. Gypsies are fighting doggedly to retain their time-honoured privileges on Epsom Downs. They have not only refused to obey the regulation forbidding them on the Downs on Derby Day, but when the authorities dragged off their caravans from the Downs the Gypsies replaced them. Five alleged offenders were summoned to the Epsom police court to-day when Commander Oliver Locker-Lampson dramatically intervened and intimated his wish to help the homeless hunted defendants and appeal for an adjournment in order to brief counsel.

The case was adjourned. Mr. D. P. Macnamara, Assistant Commissioner of Police, F.M.S., and Mrs. Macnamara, who were on tour at home, have returned to Epsom. Mr. Macnamara, who was Officer-in-Charge of Traffic Police, Epsom, before he went on leave, has gone to Kuala Lumpur accompanied by Mrs. Macnamara, where he will most likely be posted as O.C.P.D.

T.T. on London	1/11 1/4
T.T. on Shanghai	80 3/4
Banks	
H.K. Banks	\$1220 b
H.K. London Reg.	\$133 1/2 b
Chartered Bank	\$195 b
Mercantile A. & B.	\$233 n
Mercantile C.	\$154 n
P. & O. Bank	\$294 n
Bank of East Asia	\$900 1/2 n
Insurances	
Canton Insurance	\$695 b
Union Insurance	\$368 s
North China Insurance	\$160 b
Yangtze Insurance	\$350 n
China Underwriters	\$2.30 b 2.30 s
China Fire Insurance	\$500 b
H.K. Fire Insurance	\$775 n
Shipping	
Douglases	\$33 s
H.K. Steamboats	\$26 s
H.K. Tugs & Lighters	\$24 b
Indo-China (Prof.)	\$47 b
Indo-China (Def.)	\$70 n
Shell Transports	\$97 n
Shell Transports (new)	—
Union Water-Boats	\$22 n
Mining	
Benguet	\$234 b
Kailan Mining Ad.	\$63 b
Langkats (comb.)	\$14 n
Langkats (Singles)	\$7 1/2 n
Shanghai Explorations	\$234 s
Shanghai Loans	\$44 s
Raubas	\$63 n
Tronoh Mines	\$17 1/6 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	\$120 b 121 s
H.K. & W. Docks	\$38 s
China Providents	\$4 1/2 b 4.40 s
Hongkew	\$178 n
New Engineerings	\$5.65 b
Shanghai Docks	\$128 b
Cotton Mills	
Ewo Cottons	\$12.55 b
Oriental Cottons	\$2 b 2.10 s
Shanghai Cottons (old)	\$72 n
Shanghai Cottons (new)	\$72 1/2 b
Lands, Hotels & Buildings	
H.K. & S. Hotels	\$8.90 s 8.90/-95 sa
H.K. Lands	\$62 b
Shanghai Lands	\$143 n
Humphreys' Estates	\$14.35 n
H.K. Realities	\$8.35 n
Prince's Buildings	—
Public Utilities	
H.K. Tramways	\$18.60 s
Peak Trams (old)	\$12 1/2 b
Peak Trams (new)	\$6.55 n
Star Ferries	\$66 1/4 b 66 1/2 sa
China Lights (comb.)	—
China Lights (old)	\$13 n x r
China Lights (new)	\$8 b & sa rights
China Lights-1928 issue	—
H.K. Electrics (old)	\$57 1/4 s
H.K. Electrics (new)	—
Macao Electrics	\$26 1/4 n
H.K. Telephone	\$47 b
China Buses	\$14 1/2 b
Singapore Traction	\$11 1/6 n
Singapore Pref.	\$16 1/6 b
Sandakan Lts.	\$2 1/2 s
Industrials	
China Sugars	\$30 n
Malabon Sugars	\$27 b
Canton Ice	\$1.30 b
Cements (comb.)	\$8.10 b 8.30 s
Cements (old)	\$7 1/4 s
Cements (new)	\$1.40 n
H.K. Ropes (old)	\$7.10 n
H.K. Ropes (new)	—
United Asbestos	\$5 b
Stores, &c.	
Dairy Farms	\$19.10 b 19 1/4 sa
Watsons	\$1.20 n
Der A. Wings	\$0 cts. b
Lane, Crawford	\$2 s
Mackintoshes	\$18 b
Sinceres	\$11.30 b
Wm. Powells	\$3.65 n
Miscellaneous	
H.K. Amusements	\$30 1/4 s
Hong Kong Construction	\$1 1/4 s
B. Ind. G.S. Bonds	\$67 1/2 b
H.K. Govt. Loans	6 1/2% b Prem.

"SQUEEZE" RING?

FOUR HAWKERS FORCED TO GIVE MONEY

CHINESE AND A CONSTABLE

An echo of the alleged extortion of money from hawkers by a "Squeeze Ring" formed by several Chinese constables attached to the Hawkers' Department of Police Headquarters, six of whom absconded when they discovered that the "game was up," was heard before Major C. Willson, O.B.E., at the Central Magistracy this morning.

A Chinese named Ho Yau, alias Tau Pei-chai (Pock Marked Chap) was charged with obtaining \$3.40 from four hawkers by false pretence.

The prosecution alleged that the accused had collected the money from the hawkers by pretending that he had been "commissioned" by the hawkers' constables to do so for them, whereas he was in reality doing so "off his own bat" and socking the proceeds.

Accused maintained that he had been instructed by a certain Chinese constable to collect the money.

Detective Sergeant Whelan stated that the constable was present and was prepared to go into the witness box.

His Worship, however, decided to hear the case on another day and accordingly gave a formal remand in Police custody until tomorrow at 10.30 a.m.

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WORLD NEWS IN PICTURES.

R.A.F. Annual Dinner



The tenth annual dinner of the Royal Air Force Association of Shanghai was held in the dome of the Hong Kong and Shanghai Bank Building recently, when two score of members sat down to a pleasant repast. The possibility of a flying club being established in Shanghai was advanced at the dinner. Major W. E. B. Holland, Vice-President of the Association, was in the chair.—(Wei Fong).

Father of Duchess



The Earl of Strathmore, father of the Duchess of York. He is one of the biggest land owners at Hong.

Path of Glory to the Grave



Death has struck down these six leading figures in the great drama of the War. Strangely enough, from the death of Earl Haig, followed each other to the grave within the compass of little more than a year. Left to right are shown: Earl Haig, died Jan., 1928; General Diaz, died Feb., 1928; Lieut.-General Jacques, died Nov., 1928; Marshal Foch, died March 20, 1929; General Sarrailh, died March, 1929, and Myron T. Herrick, died March 31, 1929.

General Sarrailh, died March, 1929, and Myron T. Herrick, died March 31, 1929.

Nobile Resigns



Gen. Umberto Nobile, Commander of the ill-fated dirigible Italia, who resigned his rank and office in the Italian Government.

Notables Mourn Leader's Death



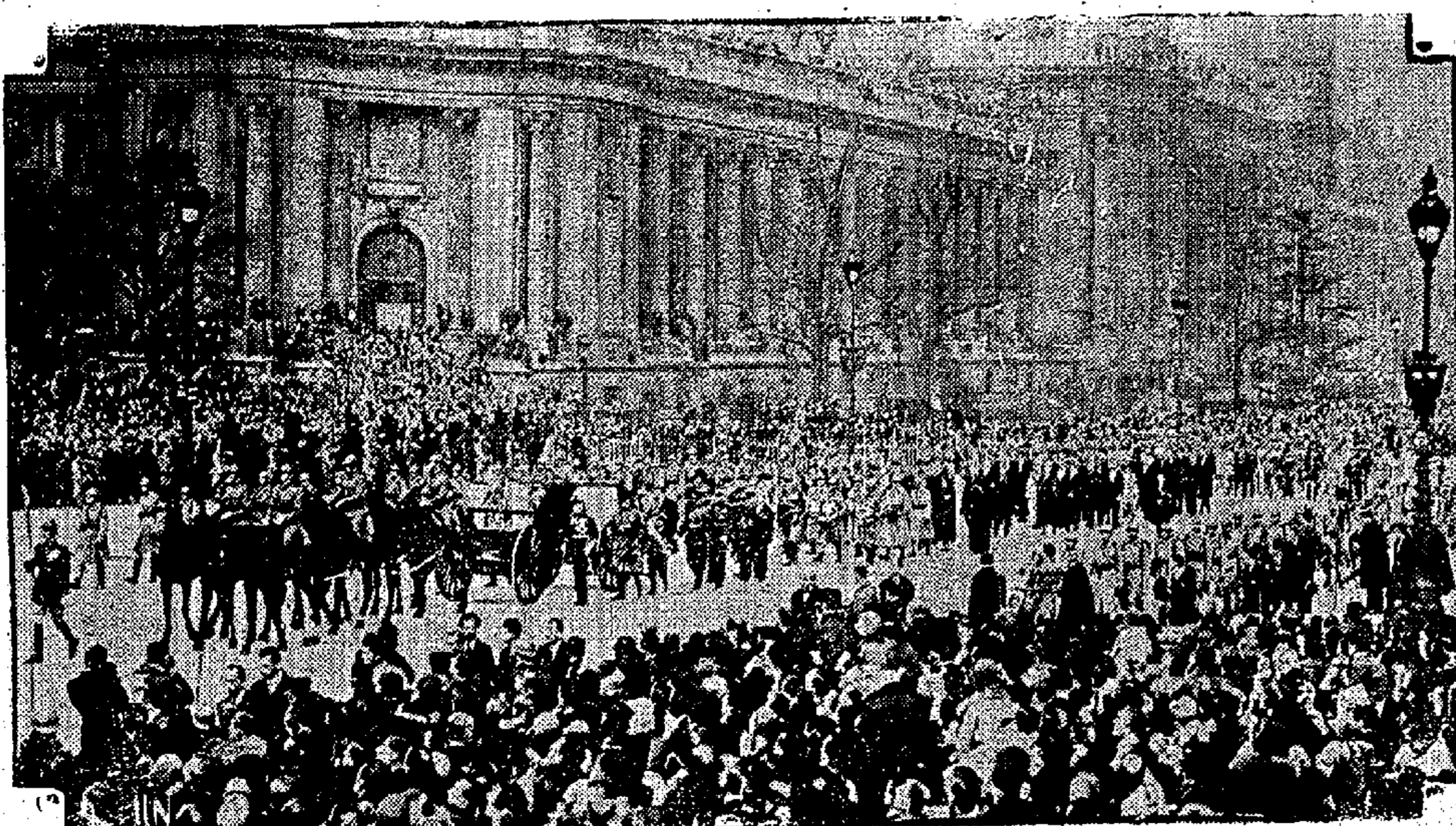
Marshal Petain (left), General Pershing (centre) and an American military attaché (right) are shown in front of Marshal Foch home after paying tribute to the great leader as he lay in state. Notables of every nation paid homage to the commander of the Allied armies during the War.

Relatives Mourn Dead Marshal



This is among the first actual pictures received of the funeral of Marshal Foch at Paris. It shows the widow and daughters of Marshal Foch in deep mourning attending the giant military funeral with which France honoured her dead World War hero.

Funeral Cortege of Marshal Foch



Shown above is an impressive general view of the cortege with beautiful casket bearing body of Marshal Foch, draped with French national colours, as it passed Palais Royal on its way to Invalides, where the great military leader was laid to rest beside the body of Napoleon. Thousands of mourners, including innumerable notables, are seen here with heads bared in homage as the procession passes.

New Infantry Chief



Major General Stephen O. Fugus, commander of the Sixteenth Infantry at Governors Island, New York, has received the appointment from President Hoover as chief of infantry.

Labour Leader



J. Ramsay MacDonald, leader of the Labour Party in Great Britain.

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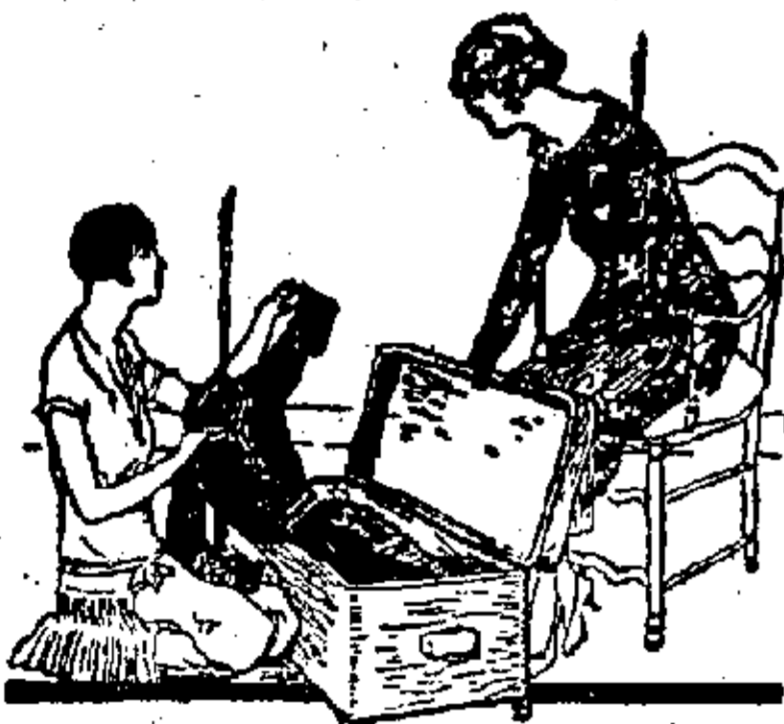
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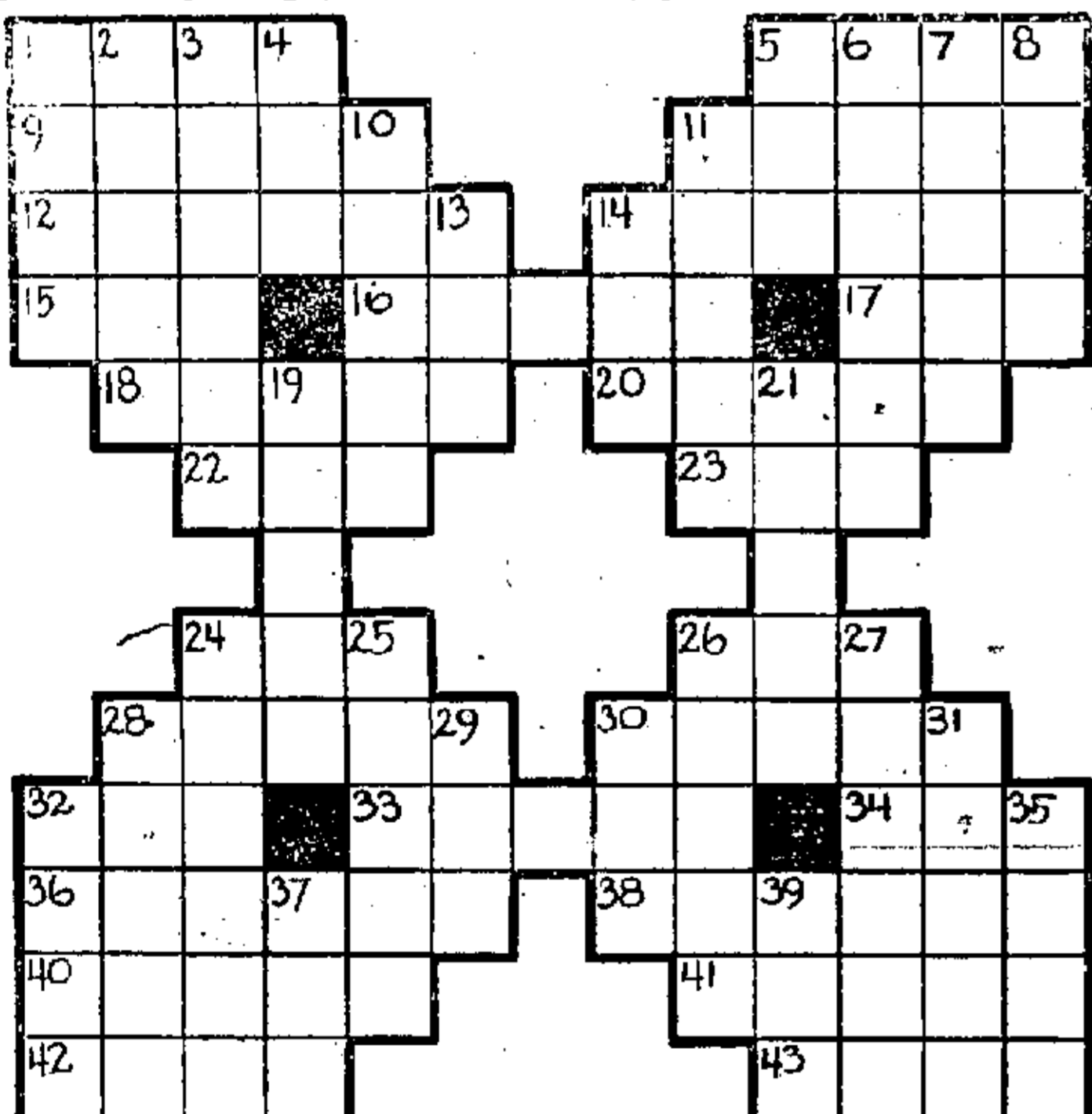


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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-Frog
- 5-Disturb
- 9-Cancel
- 11-Gracious
- 12-Load (French)
- 14-Pertaining to
- 15-Boy's name (short)
- 16-Signs
- 17-Permit
- 18-Turns aside, as a blow
- 20-Hawk-like bird (pl.)
- 22-Bore (French)
- 23-Ensnare
- 24-Appoint
- 25-A kind of fly
- 28-Persean coin
- 30-Breed of an eagle
- 32-Enclature
- 33-Horned ruminant (pl.)

HORIZONTAL (Cont.)

- 34-Dead letter office (abbr.)
- 35-Horsemen
- 36-Asrial
- 40-Silly
- 41-Teen (obsolete)
- 42-A permanent spot on the skin
- 43-Increase
- 44-VERBICAL
- 1-Robbed (Archaic)
- 2-Missile weapon
- 3-Syrian captain of the nest (Sib.)
- 4-Poisonous snake
- 5-To add into one total
- 6-Pad
- 7-Evergreen climbing shrub (pl.)
- 8-Reactor (abbr.)
- 10-An after song
- 11-The common Indian antelope

VERTICAL (Cont.)

- 13-Printer's measure (pl.)
- 14-Writing fluid
- 19-Allude
- 21-Course of thought
- 24-Foot covering
- 25-Division of N. E. Abyssinia
- 26-Infatuate
- 27-Straightened
- 28-One of the guardians of the Gorgons
- 29-A variety of lettuce
- 30-Consumed
- 31-Large ox-like
- 32-African antelope
- 33-Neat
- 35-Units
- 37-Point of compass (abbr.)
- 39-Grassy meadow

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



The Dunster and Somerset Women's Institute Savings Association, of only 80 members, has established a record for the country by buying National Savings certificates worth nearly £1,500 in five years.

It was stated at the L.C.C. that corporal punishment in L.C.C. schools is so rare that it is not necessary to consider its abolition.

Southend licensing justices have extended closing hours to 10.30 from June to September this year.

RELIGIOUS DISPUTE

MEXICO READY TO DISCUSS
WAYS TO PEACE

CHURCH ITSELF CLEARED

Mexico City, May 7. The Mexican Government is ready to discuss with the responsible heads of the Roman Catholic Church the possibility of settling the religious dispute between the Church and the Mexican State, President Portes Gil indicated in a statement here to-night.

The President made it clear that the Government of the Mexican Republic did not believe the Church itself was responsible for the bloodshed and difficulties which had beset Mexico since the priesthood was placed under a ban.

The controversy between Church and State in Mexico has raged more than three years, following the action of the Calles Government in making effective the dormant religious and educational clauses of the Constitution of 1919, which nationalized the property of religious corporations and institutions, including churches. The Government closed all schools, orphan asylums and convents where religious instruction was given and ordered the deportation of foreign-born nuns.

Later the Apostolic Delegate, a citizen of the United States, was expelled and President Calles issued a decree dissolving the religious orders, convents and monasteries.

The anti-clerical programme led to serious outbreaks culminating last year in the assassination of President-elect Obregon by a religious fanatic named Toral, who was executed. Revolutionaries have constantly taken advantage of the religious unrest to stir up trouble and were accused of such activity in the rebellion now being suppressed.—United Press.

FREEMASONRY

£97,514 FOR BENEVOLENT
INSTITUTION

The 97th annual festival of the Royal Masonic Benevolent Institution was held at the Connaught Rooms, Great Queen-street, London, W.C., under the presidency of Lord Ravensworth, D.L., P.G.W., Provincial Grand Master for Durham. Stewards and their ladies assembled from London and all parts of the country.

The result of the festival was announced at the conclusion of dinner by the secretary, Major Cecil Adams, P.G.D. Sw. Br., as follows: London, 2,980 stewards, £48,865 10s. 10d.

Provinces, Districts, and Overseas (other than Durham), 1,046 stewards, £23,340 6s. Durham, 949 stewards, £30,318 11s. 7d.

The grand total was £97,514 8s. 5d at the hands of 4,925 stewards.

The president proposed "Success to the Royal Masonic Benevolent Institution," and Mr. John White, P.G.D., returned thanks.

Lord Amphil, Pro Grand Master, proposed the health of the president, and presented to Lord Ravensworth, on behalf of the freemasons of Durham, a solid gold salver, on his 60th birthday, tenth anniversary of his installation as Provincial Grand Master and Grand Superintendent for Durham.

Earlier in the proceedings Lady Ravensworth was presented with a case of silver-mounted brushes, the gift being handed to her by Mr. R. W. E. Dixon, P.A.G.D.C., Provincial Grand Secretary, Durham. Colonel C. W. Napier-Clavering, Provincial Grand Master for Northumberland, proposed success to the sister institutions for the girls and boys.

George Watson, an ex-Army captain receiving a pension of £108 a year, was sentenced at Skegness, Lincolnshire, to four months' hard labour for defrauding the Ministry of Pensions of £16.

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AIR SHIP SCHEME

AIR LINERS TO TOKYO
FROM CALIFORNIA

A MAGNATE'S PROJECT

Manila, May 8. It is reported from New York that a number of Wall Street bankers and aviation magnates are contemplating a dirigible service between California and Tokyo, via Honolulu.

The proposal is to operate the service first from San Francisco or Los Angeles to Honolulu, and probably Manila. Ultimately it will be extended to Tokyo.

The group interested, it is reported, have called the attention of the United States Government to the scheme with a view to seeking Government aid. It is pointed out

DON'T WASTE
WATER!

that the concern will be financed entirely by Americans and that the dirigibles will be constructed in the United States by the Goodyear Zeppelin Co. It is understood that two navy super-dirigibles are under construction.

It has been ascertained that the Goodyear Company can build two of these huge airships each with a capacity of six and a half million cubic feet, within two or three years, without interfering with the Government's construction plans. These air liners will accommodate from 50 to 100 passengers and will be capable of carrying 20,000 lb. of mail, cargo and express baggage. They will have a greater speed than any dirigibles at present in existence and will be able to attain 100 miles per hour.

With these machines the Pacific service will be parallel to a similar system which exists over the Atlantic Ocean and connects North and South America with Europe; and will be similar to the system which the Pan-American Airways have been considering.—United Press.

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PONDEROUS PROXY

TWO HEARTS ACROSS THE
SEA

APRIL FIRST CEREMONY

This happened on April First, but it was no joke to either of the parties. Even before April First Miss Boz had decided that she would marry Mr. Zeegar Deenik.

There was one great difficulty in the way, however. Miss Boz was in Fredericksword, Holland. Mr. Deenik was in Huttonville, Ontario, Canada, running a 14 acre truck farm. It was impossible for him to leave his business long enough, he explained, to go back to Holland to get married.

Miss Boz was equally decided that she could not come to Canada unless she were married. It would not be proper any other way.

Mr. Deenik obtained a ponderous proxy. The colonization department of the Canadian National Railways had helped him in settling on the land when he came over from Holland four years ago. They provided a representative to whom Miss Boz might be married in Holland.

The marriage took place on April First. Miss Boz has become Mrs. Zeegar Deenik and when she arrived in Montreal about the tenth of the month she was married again to her husband.

up-river is all generalities, but it is reported that General Feng has ordered all civil officials to leave Chengchow and instructed the army officers there to equip three Red Cross Hospitals at once. Verbal rumours go further and mention an actual outbreak of hostilities.—"N. C. Daily News."

HUMILIATION DAYS

MAY PROCESSIONS AND DAYS
OF REMEMBRANCE

STOPPED AT HANKOW

Hankow, May 8. Labour Day passed without incident in Hankow. To-day is the anniversary of the Tsiman incident and early this morning small bodies of Chinese troops were moved to suitable positions in readiness to prevent a suggested march through the Japanese Concession. The Garrison Commander has also issued a proclamation forbidding any public celebration of days of remembrance and humiliation for the present. This will prevent disturbances on the anniversaries of the presentation of the Twenty-one Demands and of the various riots here and in other places.

A Beggars' Riot

An unfortunate incident happened at the Liuchianiao Station yesterday. Earlier in the year a number of small farmers and their families came down to Hankow to beg. The party numbered about 200 persons. Having decided to go back to their homes in Honan, these beggars gathered at the station and asked for permission to travel free, and the station-master agreed to their going on a north-bound train that was nearly due. Unfortunately a local train only running to Saokan came in first, and on to this the beggars swarmed. Realising that there would be trouble at Saokan if all these folks got on the wrong train, station guards were sent to tell them to alight and wait for the proper train. The beggars thought that they were being tricked and attacked the guards, and anyone who has seen these rough men and women knows that they are full of fight. The officer finally ordered his men to fire, with the result that one man was killed and three wounded.

Domestic Tragedies

In the San Yuan Lee at the back of the Japanese Concession a policeman and his young wife have been living on apparently amicable terms for some years. None of the neighbours had heard any quarrelling in the home, but yesterday morning the wife went to the railway and threw herself in front of a train. The driver could do nothing to avert the tragedy and the body of the woman was cut almost in two. And over at Wuchang in the Tsa Chia Hang another wife nearly lost her life. Her young husband has been wasting all his money on opium and gambling, so she reproached him for his conduct. Catching up a meat-chopper he struck her six times and she lies in a critical condition in one of the hospitals.

Gen. Feng Yu-hsiang

Dame Rumour has been allowed a little more licence in the Chinese newspapers to-day. The news from (Continued at foot of preceding Column.)

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INWARD MAILS.

From	Per
WEDNESDAY, MAY 15.	
Shanghai and Swatow	Suiyang
THURSDAY, MAY 16.	
Japan	Santos Maru
Australia and Manila	Tango Maru
Shanghai and Amoy	Yingchow
FRIDAY, MAY 17.	
Japan, Shanghai and Europe via Siberia	
(London, 22nd-27th April)	Kamo Maru
SATURDAY, MAY 18.	
U.S.A., Honolulu, Japan and Shanghai	President Hayes
SUNDAY, MAY 19.	
Europe via Negapatam (Letters and papers)	
London, 18th April	Medon
MONDAY, MAY 20.	
Manila	President McKinley
U.S.A., Honolulu, Japan and Shanghai	President Jefferson

OUTWARD MAILS.

For	Per
WEDNESDAY, MAY 15.	
Port Bayard	Tchekam 3.30 p.m.
THURSDAY, MAY 16.	
*Swatow and Wei Hai Wei	Kueichow 9.30 a.m.
Amoy and Formosa via Swatow	Deli Maru 10.30 a.m.
Bangkok via Swatow	Michael Jensen 2.30 p.m.
Swatow	Hydrangea 2.30 p.m.
Shanghai and Europe via Siberia	Chenan 3 p.m.
FRIDAY, MAY 17.	
Japan	Tango Maru 9.30 a.m.
Straits and Calcutta	Hosang
Shanghai	Parcels May 17, Noon
Swatow, Amoy and Poochow	Letters 1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Hanyang 2 p.m.
	Hai Ning
	Kamo Maru (Due Marseilles, 17th June.)
	K.P.O.
	Registration May 17, 4.30 p.m.
	Letters May 18, 9 a.m.
	G.P.O.
	Registration May 18, 8.45 a.m.
	Letters 9.30 a.m.
SATURDAY, MAY 18.	
Swatow	Ninghai 5 p.m.
Amoy	King Yuan 5 p.m.
Manila	President Hayes 5 p.m.
SUNDAY, MAY 19.	
Amoy and Formosa via Swatow	Hozan Maru 9 a.m.
Swatow and Bangkok	Kwangchow 9 a.m.
MONDAY, MAY 20.	
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco and Europe via Siberia	President McKinley (Due San Francisco, 12th June.)
	Parcels May 20, 11 a.m.
	Registration 11.15 a.m.
	Letters Noon

*Correspondence bearing vessel's name only.

N. EAST ENGLAND'S GREAT INDUSTRIES

AN EXHIBITION

PRINCE OF WALES'S OPENING SPEECH

H.R.H. ON INDUSTRIALISM

London, Yesterday.
H.R.H. the Prince of Wales opened to-day the North-east Coast Exhibition, at Newcastle, which illustrates the great industries of the North-East of England, the chief of which are mining, engineering, and shipbuilding.

His Royal Highness had an enthusiastic reception from the thousands of people who lined the streets.

The Prince, in his speech, referred to the depression under which the district has been suffering. He said the North-east Coast could hardly hope to maintain the supremacy which it had enjoyed during the 19th century. Courage and imagination were needed to restore its economic prestige.

A Challenge

This exhibition was a challenge to the north-east Coast and it was an announcement to the world that the great shop of this industrial district was still open, and was determined to carry on, and was prepared to meet all orders with the highest traditions of a not unworthy past. He urged the leaders of industry to show courage, and ruthlessly to scrap all methods and machinery that did not come up to modern standards.

Scientific Development

Prior to opening the exhibition the Prince opened the new mining department of Armstrong College. Here he referred to the need for the scientific development of industry. "The mining industry is confronted by very stern competition from overseas," he said. "It must be equipped to meet that competition."

The Prince added that much as he valued the educational opportunities which were offered to the mining industry, as a whole, they appealed to him particularly in the way that they affected the individual. He welcomed anything which would bring the miner into touch with things of outside—anything which would give him a change from the drab life he had to lead.

Educational Opportunities

There was a natural instinct for the son to follow his father's calling, but it might be that a boy's genius sometimes lay in an entirely different direction. By those educational opportunities, they might kindle a spark of genius in a boy which the country could ill afford to lose.—British Wireless Service.

Another Report

Reuter's report states: The Prince of Wales to-day opened the New Castle North East Coast Exhibition, which has been styled the "Northern Wembley."

The coal, iron, shipbuilding and engineering industries in the north have been very depressed for years, and the exhibition, in the words of the Lord Mayor of Newcastle, is designed not merely as a demonstration of past and present triumphs of engineering and shipbuilding but as evidence of an ambition to create and encourage new industries, in which the national scheme of co-ordination of electricity supplies is expected to be very helpful.

The Prince of Wales, on his arrival at Durham en route to Newcastle asked Mr. Robson, President

WATER SUPPLY

RESTRICTIONS EFFECT SAVING OF 20 PER CENT

OFFICIAL STATEMENT

The weekly statement issued by the Water Authority speaks favourably of the effect of the restrictions on the water supply. It is as under:—

Hong Kong Water Works

The total storage in the island reservoirs on Monday morning amounted to 309.64 million gallons, showing a decrease of 2.08 million gallons during the past week. The amount collected from streams is, therefore, nearly equivalent to the week's consumption.

The week's consumption amounted to 30.57 million gallons, and in-

	Degrees
Temperature, 10 a.m., to-day	74
Temperature, 2.30 p.m., yesterday	86
Humidity, 10 a.m., to-day	76
Humidity, 2.30 p.m., yesterday	79

cludes 1.68 million gallons brought across the harbour from Kowloon to the tanks on the water front, and 0.97 million gallons from the Taifoo Refinery Supply.

The restrictions in force have effected a saving in consumption of about 20 per cent.

Kowloon Water Works

The total storage in the mainland reservoirs on Monday morning amounted to 125.34 million gallons, showing an increase of 3.69 million gallons during the past week.

Rather more than the week's consumption has, therefore, been collected from streams.

The week's consumption, including supplies to water boats and Hong Kong, totals 25.07 million gallons. The normal full supply has been reduced by nearly 20 per cent. due to the restrictions.

WORLD'S FASTEST

TRIALS OF A NEW FRENCH DESTROYER

Paris, Yesterday.

The French destroyer "Valmy" (2,690 tons), when undergoing her trials, attained a speed of 39.86 knots. She is claimed to be the fastest warship in the world.—Reuter.

of the Miners' Association, whether the coal trade had improved since his visit in January.

Mr. Robson replied that the position was at least "no worse."

The Prince, in opening the new mining department of the Armstrong College at Newcastle referred to the need for scientific development in the mining industry in view of the stern overseas competition.

In opening the exhibition, His Royal Highness said that courage and imagination were necessary to restore our economic prestige—Courage to scrap ruthlessly the old-fashioned methods of machinery and imagination to explore every commercial avenue overseas.

A DUCHESS'S AMBITION

INDIA IN 2 DAYS!

ATTEMPT TO BE MADE IN BIG FOKKER PLANE

TO START IN FEW WEEKS

London, Yesterday.

The Duchess of Bedford, it is understood, intends to attempt to fly to India in two days, her ambition being to surpass, if possible, the great accomplishment of the two Royal Air Force officers, Squadron Leader Jones-Williams and Flight-Lieutenant Jenkins, who reached Karachi in 50 hours, 38 minutes and just failed to break the world's non-stop long distance record.

The Duchess's attempt will be made in the big Fokker Monoplane "Princess Xenia" in which, nearly a year ago, Captain Barnard and Mr. Allicott (with the Duchess as passenger) attempted to fly to India in four days. They were forced down at Bushire, Persia, by engine trouble and were stranded for several weeks. Capt. Barnard will be the pilot for the new flight which, it is understood, will start in three or four week's time.—British Wireless Service.

"SOUTHERN CROSS"

INTENSE PUBLIC INTEREST IN THE INQUIRY

THE FORCED LANDING

Canberra, Yesterday.

There is intense public interest in the Federal inquiry into the forced landing of the aeroplane "Southern Cross," which opened to-day and was adjourned to May 16.

The Inquiry Board consists of the Chairman, Brigadier General L. C. Wilson, a Queensland solicitor who served in the South African War and the Great War; Captain Geoffrey Hughes (President of the New South Wales Aero Club); and Mr. C. M. McKay (President of the Victorian Aero Club).—Reuter.

CONSCRIPTION BILL

INTRODUCED INTO U.S. CONGRESS

WAR SECRETARY'S VIEWS

Washington, Yesterday.

A Conscription Bill has been introduced into Congress, with the approval of the Secretary of War, to give the President permanent authority to call all males, aged between 18 and 45 years, to the colours in war time.

The Secretary for War believes that the most critical period is immediately following a declaration of war, when the saving of a few days may spell the difference between a prompt victory and a long war.—Reuter's American Service.

DES MOINES

STUDENTS' SUCCESSFUL ACTION

New York, Yesterday.

By obtaining a court order the rebellious students have forced the Des Moines University to re-open. Classes are proceeding in a most orderly manner.—Reuter's American Service.

MR. SUN FO

TO ATTEND BURIAL OF SUN YAT-SEN

Peking, Yesterday.

Mr. Sun Fo arrived from Nanking this morning and proceeded this afternoon to Piyunssu, where Dr. Sun Yat-sen's remains lie.—Reuter.

TSINAN

EVACUATION BY JAPAN COMPLETE

Shanghai, Yesterday.

A report from Tsinan says that with the evacuation of the last batch of Japanese troops from Tsinan to Tsingtao yesterday, the Japanese military evacuation of Tsinan has been completed.—Reuter.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/11 5/16.

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BECKY
With
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At 5.30 & 9.20.

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